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No. 25,821 HONG KONG, SATURDAY, MARCH 17, 1928.

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LINKING UP HONG KONG.

RAILWAY OUTLOOK.

GETTING AT CENTRAL CHINA.

THE CANTON LOOP.

Three Hundred Miles Of Line To Reach Hankow.

REVIEW OF WHAT REMAINS TO BE DONE.

[By "Li Chung-yin"]

About three hundred miles of railway have to be completed before Kowloon is directly linked up with Hankow. Five miles will be for the loop line around Canton, which H.E. the Governor (Sir Cecil Clementi, K.C.M.G.), so strongly recommended in his address to the representative merchants of Canton. The remainder will be for the interior of South China, in Kwangtung and Hunan provinces.

Before going further into details, it may not be out of place to draw attention to an outlook which exceeds in scope that described by the sponsors of the scheme now under discussion.

Plans to connect the "loop line system" with others have been gone into years ago and the day may come when Hong Kong and Canton are joined together with even larger areas than at present contemplated.

In the interval, Hong Kong will be interested in a report from Canton which is claimed to be reliable. It cannot be said that it has the semblance of official origin. Nevertheless it provides one view of the question as Canton sees it.

ROUTES EXPLAINED.

Mr. Wu Te-chen is the present Commissioner for Construction in the Kwangtung Provincial Government. He is well known in Hong Kong and highly respected. His name was constantly before the public when he was Commissioner of Police a few years ago. In that capacity, he did good work for the Municipality by carrying out his share of the programme of building fine, wide thoroughfares in Canton city, which were so heartily praised by H.E. the Governor when replying to His Worship the Mayor's address of welcome.

Technical Knowledge.

Mr. Wu has the technical knowledge required for work of the nature which has aroused the attention of people in Kwangtung and Hong Kong. I knew him when he was only a district magistrate. Then he had charge of the Heungshan district, which has been re-named Chungshan in honour of the late Dr. Sun Yat-sen. He personally surveyed the 60 miles of road between Chinsan and Shekhi, the capital. This road begins practically from just outside the Barrier Gate of Macao and the first section is now open to motor traffic.

The Missing Link.

A syndicate is to run a bus service and Mr. Wu is to be present to-morrow at the official opening. The Construction Bureau in Canton has appointed a council of delegates to advise and assist in the "reconditioning" of Kwangtung's railroads, states the "Kung Sheung Yat Po."

Mr. Wu is quoted as being very desirous of completing the line between Canton and Hankow. It is agreed that Railway receipts and trade in the North River-basin and the south of Hunan province suffer because of the missing link.

Mr. Wu's Approval.

One of the advantages pointed out by H.E. the Governor when he advocated the construction of the loop line between the Canton termini of the Canton-Hankow and the Canton-Kowloon lines is that further construction beyond Shui-kwan will be facilitated by plant and materials being shipped up in bulk from Kowloon to the railroad.

Mr. Wu Te-chen was present at all the public functions held in honour of His Excellency. The "China Mail" special correspondent sat opposite him at the Chamber of Commerce dinner and noticed his hearty applause as Sir Cecil Clementi elucidated each point.

Two Prior Projects.

The report referred to, however, says that two projects have priority over the loop line scheme, in the opinion of the sponsors. Information was sought. They

are (1), general repairs to existing lines and (2) completion of the line between Canton and Hankow.

In the opinion of a civil engineer, says the "Kung Sheung Yat Po," the cost of the track between Shui-kwan and the Kwangtung-Hunan frontier will be greater than that of the present line from Canton to Shui-kwan.

Explanation and a few details, such as are available, will be helpful at this stage.

760 MILES.

453 on Canton-Hankow Line Completed.

The total distance (of the constructed and projected line) between Canton and Hankow is about 760 miles. This is divided into five sections, with one extending into both Kwangtung and Hunan.

From Canton, northward to Shui-kwan, 140 miles were completed in 1909.

From Shui-kwan to Hengchow (in Hunan) is 210 miles, projected. (Of this section, about 70 belong to the Kwangtung side and 140 to south Hunan).

From Hengchow to Changsha is 130 miles. (Of this section, 33 miles from Changsha southward to Chuchow have been in operation since 1911.)

From Changsha northward to Yochow is 120 miles, opened in September, 1918.

From Yochow to Hankow is 160 miles, opened in September, 1917.

Hankow's Connection. It should be noted that Hankow is referred to in a general sense. The terminus is at Wuchang city, on the southern bank of the Yangtze, opposite to Hankow on the northern bank. A ferry goes across to Hankow (half way up the Yangtze River and 600 miles from the sea), to join up with the railway running northward to Peking.

The Banque Industrielle de Chine signed a contract with the Peking Government in November, 1913, for a loan of 150,000,000 francs of which a portion was to be spent on a bridge between Wuchang and Hankow, across the Yangtze.

WHAT IT COST.

Details of the Uncompleted Portions.

That part of the Canton-Hankow Railway from Hankow to Changsha, about 280 miles, was begun in 1914 but was not fully opened to traffic until 1921.

The road and equipment cost nearly \$60,000,000. A sum of just under \$5,000,000 was lent by the Old Consortium under the Hukuang Railway Loan to the Chinese Government. Construction was under British supervision.

The route was not very difficult, mostly over flat country, needed no tunnels, and the waterways

Large Sums Entailed. From Changsha to Chuchow, 33 miles were built by Chinese. Temporary trestle bridges were used at first but permanent structures were completed in 1912. The rolling stock was bad and the bed poorly constructed. But these 33 miles (road and insufficient rolling stock) cost close on to \$10,000,000. A further section of about 10 miles from Chuchow to Lukow proved very expensive. Shareholders demanded full reimbursement when the Government took over the partly completed trunk in March, 1913.

The amount outstanding on Jan. 1, 1925 on the loan was \$4,722,636-4-1, secured on the salt, lichen and tobacco taxes of Hunan and Hupeh provinces. Obligations on materials on that date were given at just over a million dollars, Messrs. Jardine, Matheson & Co., Ltd., being the largest creditor in this respect.

From Chuchow southward down to the Kwangtung frontier, the Government section has still more than 200 miles to build.

From Shui-kwan northward to the Hunan frontier, the Kwangtung (public company) section has less than 70 miles to build to meet the other section.

Owned by a Company.

The Kwangtung Mercantile Administration of the Canton-Hankow Railway, a Chinese concern with a nominal capital of \$10,000,000 of which only a portion is paid up, works under a degree of official supervision which has fluctuated in the past.

Construction was begun by an American syndicate in January, 1904, but it abandoned the enterprise on receiving \$36,700,000 compensation.

Whereas the 140 miles from Canton to Shui-kwan cost over \$7,000,000, the remaining 70 miles from Shui-kwan to the Kwangtung-Hunan boundary is estimated to cost at least \$9,000,000.

10,000 Feet of Tunnels. The completed section is through comparatively easy country. At Yingtak, where the present line crosses the North River (30 miles from Canton), there is a bridge of three spans of 200 feet each, one 60 feet, one 50 feet, one 45 feet.

But ten miles north of Shui-kwan, i.e., on the uncompleted section, a bridge 750 feet long will be needed and, a further ten miles up, a tunnel of 1,000 feet long. Up on to the frontier, the line has been surveyed and it will be necessary to construct some sixty tunnels in all, aggregating 10,000 feet in length!

A CANTON VIEW.

"No Loss—But Increased Profits."

To return to the report from Canton. After referring to the high expenditure, it says (quite correctly) that the towns and markets to be served are by no means big. But, it adds, once the line is completed, there ought not to be any loss, and profits ought to increase.

The view is also expressed that to make the last 70 miles pay, it will be necessary for the track from Hankow to be pushed on down to the Kwangtung-Hunan boundary. With the south of Hunan and the upper North River basin included, the Canton-Hankow Railway will also serve north Hunan and Hupeh province and the middle Yangtze area.

Cessation of Hostilities. The "Kung Sheung Yat Po" adds that it may be necessary to await cessation of hostilities in Hunan before work can be done. Then construction from Shui-kwan should follow. But without this (the report continues) the loop line will not bring much benefit to the merchants of the North River, Canton and Hong Kong. It is thought, therefore, that completion of the Kwangtung section ought not to be difficult but the same cannot be said of the south Hunan section.

OTHER FACTORS.

Information About Constructed Railways.

Other factors ought also be taken into consideration. There is another railway which runs out of Canton. This is the Canton-Samshui Railway which, although only thirty miles long, is an important line. It runs through a very rich part of the North River delta, and in normal times carries a large traffic of goods and passengers. (Continued on Page 7.)

KONGMOON CHANGES.

Canton Controls Revenue Offices.

BANKNOTE APPRECIATION.

Fishmongers Strike As Protest Against Stall Tax.

Pakkai (Kongmoon), Thursday. All local revenue offices which have hitherto been controlled have been handed over to officials nominated by the (higher) Provincial Government at Canton. This is the result of the gradual centralisation of administration and the change in garrison where-by the 13th division under General Chui King-tong is moving out to the East River to be replaced by the 11th Army under General Chen Ming-chu.

Further units of the 11th Army are expected here shortly. The district magistrate of San-wui, Mr. Mak Ying-cheong, has handed over to Mr. Wong Wai-yuk, taking instead the post of officer in charge of the Pay Corps attached to the 13th division. Mr. Mak is going to Swatow to assume office.

Tax Inconsistencies. Nationalist banknotes have risen to about 65 per cent. of face value. In Canton, taxes are now paid as follows:—80 per cent. in silver, 40 per cent. in paper (making a nominal surtax of 20 per cent.), plus another 20 per cent. for charitable services. The local consumption (of commodities) tax office, however, levies 100 per cent. in silver and 40 per cent. in notes. Other offices follow the system laid down in Canton.

"FINER LATER."

North winds, moderate; overcast at first, finer later, is the official weather forecast until noon to-morrow.

In protest against a tax on them of \$1.20 per stall per day, the fishmongers have gone on strike and no fish is sold.—Our own correspondent.

IN BANKRUPTCY.

NOTICES BY OFFICIAL RECEIVER.

DIVIDENDS DECLARED.

Notifications by the Official Receiver in Bankruptcy in the "Gazette" are as follow:—

Public examination 10.30 a.m. on March 31:—Lo Tse-jim, No. 65 Wing Lok-street East; Chau Tsui-yin, otherwise Chau Kit-sam, No. 37, Eastern-street (2nd floor), carrying on business as forwarding agent under names of Wui Sun firm and Koon Wa firm, No. 94, Connaught-road Central (1st floor).

Re Chau Tsui-yin otherwise Chau Kit-sam, notice of second meeting of creditors:—at the first meeting on Feb. 23, it was resolved by special resolution of the creditors present to entertain a proposal for a composition, the terms of which were all the assets disclosed in the debtor's statement of affairs be distributed to creditors, in addition Chau Tsui-yin will pay \$4,000 Hong Kong notes and \$5,200 Canton coins, contingent upon the approval of the composition.

The meeting for the purpose of deciding whether the above resolution shall be confirmed will be held at the Official Receiver's office, on Thursday, April 12, at 10.30 a.m.

Mr. S. Hampden Ross notifies that the following dividends have been declared:—

G. P. and H. A. Lammert, first dividend of \$1 per cent. George P. Lammert, first and final dividend of \$39.70 per cent. H. A. Lammert, first and final dividend of \$10.72 per cent.

WATCHMEN ORDINANCE.

The current issue of the "Government Gazette" contains the draft bill of an Ordinance to provide for the registration and regulation of watchmen in the Colony. This was read a first time on Oct. 27, 1927 and is now published as amended in committee at the second reading on March 15. Urgent regulations are also published with certain proposed alterations.

PERSONAL AFFAIR.

The Trouble On H.M.S. "Royal Oak."

UNOFFICIAL VERSION.

Admiral Hauls Down Flag; Others Go Home.

Malta, Yesterday. An unofficial version of the "Royal Oak" affair is that it started with a formulated complaint and culminated in personal disagreements between Admiral Collard, Capt. Dewar and Comdr. Daniel.

The Commander-in-Chief, Sir Roger Keyes, tried to pour oil on troubled waters by suggesting as the only possible solution that Admiral Collard should transfer his flag to the "Resolution" but this did not appeal to Admiral Collard. Therefore Admiral Keyes granted Admiral Collard's request for permission to haul down the flag.

Capt. Dewar and Comdr. Daniel have gone to England.

Admiralty Communique.

An Admiralty communique states: "A court of inquiry was held at Malta by order of the Commander-in-Chief of the Mediterranean Station to investigate certain disciplinary matters in which Rear-Admiral Collard, Captain Dewar and Commander Daniel were involved. As a result of the inquiry the three officers concerned were suspended duty by the Commander-in-Chief, whose report has not yet been received by the Admiralty. Since the First Lord made a statement in the House of Commons to-day he had ascertained that Rear-Admiral Collard's flag had not been transferred to another ship, as he had inferred from an earlier telegram, but had been struck and that Rear-Admiral Collard was still at Malta. It is hoped that the Press will not judge this matter but await the Admiralty's statement of the case."—Reuter.

BIG FINANCE.

MORGANS PRIVATELY FUND 70 MILLIONS.

FRENCH GOVT. DEAL.

New York, Yesterday. The largest funding operation ever undertaken in New York for a foreign Government without a public sale of a new issue was carried out when Morgans, as fiscal agents to the French Government, paid off \$70,000,000 French eight per cent. loan issued in 1920. The transaction was financed by the sale of \$76,000,000 French five per cent. bonds to the Swedish Match Company of which \$50,000,000 was taken over by the Match Company's American subsidiary company, the International Match Corporation.—Reuter's American Service.

EMOTIONALISM.

SINGING RADIO HYMNS FOR HINCHCLIFFE.

Ottawa, Yesterday. A faint ray of hope that Hinchcliffe may have reached land is contained in a report to the Minister of Marine from Canadian Pacific Railway Office at St. Johns, New Brunswick, that three persons heard an aeroplane early yesterday morning in the sparsely wooded country 20 miles north-west of Greenville, Maine, which is 50 miles from the Canadian border. The postmaster of a small hamlet saw a brilliantly coloured plane early this morning flying in a north-westerly direction.—Reuter.

Faint Ray of Hope.

New York, Yesterday. Prayers for Hinchcliffe and Miss Mackay were offered at a broadcast station and the unseen audience asked to join in the singing of a hymn.—Reuter's American Service.

A CORRECTION.

With regard to a Summary Court case yesterday in which Mr. Justice Wood was reported to have stated that Mr. N. I. Brewer had no right to appear before him save as an individual, it is understood that there was some what of a misunderstanding. His Honour was referring to the fact that Mr. Brewer was not robes.

PEKING VICTORY?

SET-BACK FOR "CHRISTIAN GENERAL."

RIVERSIDE BATTLE.

Fengtien Troops Utilise Armoured Trains.

FENG'S THRUST FOR CAPITAL FRUSTRATED.

A heavy reverse on the "Christian General," an ally of the Nanking Nationalists, is reliably reported to have been inflicted by units of the Peking Government armies. Details of the action are given in Chinese cables from Shanghai and Tientsin, and are substantiated in wireless intelligence.

It is made out that reinforcements reached the Peking army's front lines—about 350 miles south of the capital, as the crow flies—from the north and a thrust by the "Christian General" was repulsed. Armoured trains were used by the Peking troops, states an overnight cable, and after shelling the "Christian General's" supporting lines, the Peking counter-attackers crossed from the north to the south bank of the Chang River.

A COUNTER-ATTACK.

Reliable sources quoted by the British Naval wireless report that the armies of the Peking Government have inflicted a severe reverse on the Kuominchun, the army of the "Christian General," Feng Yu-hsiang (an ally of the Nationalists), presumably on the Chihli-Hunan front, in the vicinity of the Yellow River and the Peking-Hankow Railway.

The "Christian General" is stated to have telegraphed to the Nationalist Generals at Hankow, asking for reinforcements.

Rolling stock at the Hankow terminus of the Peking-Hankow Railway is being assembled by the military. This may indicate preparation for the despatch of Hankow Nationalist units north for action.

Ironsides Reach Anhui. The units which set out from Canton on their march northward to join Generalissimo Chiang Kai-shek (comprising a few thousands of Ironsides and some ex-Whampoa Cadets) are reported to have reached Anhui province. Some of them were seen embarking on a river steamer at Tatung, which is on the Yangtze River, 117 miles above Nanking.

MONEY MUDDLE.

\$200,000,000 in Notes One Month!

Mukden, Mar. 10. In spite of the lesson taught by the recent grave financial crisis, which was brought about by the depreciation of the Fengpiao currency, the authorities still seem to persist in their former policy of a reckless issue of new unsecured notes, continually increasing the amount in circulation. These new notes are produced by the Government Bureau of Printing and

APPOINTMENTS.

NOTIFICATIONS IN THE "GAZETTE."

The following appointments are announced in the "Government Gazette":—

Mr. S. B. B. McElderry to be Secretary for Chinese Affairs and a member of the Executive and Legislative Councils during tenure of office, as from March 12.

Mr. T. W. Ainsworth to be Deputy Clerk of Councils, as from March 17.

Mr. T. Megarry to be Assistant Head of Sanitary Department, as from March 16.

Mr. N. Garland, B. Sc., M.I.N.A., to be an Assistant Government Marine Surveyor, as from Feb. 22.

"CUTS" RESTORED.

INDIAN ASSEMBLY MEMBERS' EFFORTS NULLIFIED.

Delhi, Yesterday. The Governor-General-in-Council has restored the four big cuts in the Budget carried in the Legislative Assembly, namely grants for the Simon Commission, the Secretary of State, the Army Council and the Executive Council.—Reuter.

Engraving in Peking, the paper for them being specially imported from the United States.

Increases in Salary.

During February altogether \$20,000,000 in new \$10 notes are said to have been received in Mukden, and further consignments of \$50,000,000 in such notes are expected to arrive shortly.

Further increases in wages and salaries have been necessitated by the depreciation of the currency. According to the new scale granted to the police, both officers and men now receive fully 500 per cent. more than before, and yet they are rather worse than better off prior to the slump in January.

CUSTOMS INTRIGUE.

Peking to Test the Powers' Views?

Peking, March 12.

The creation of the Customs Tariff Autonomy Commission here is looked upon in Diplomatic circles as a ballon d'essai designed to discover whether the Powers interpret the tentative agreement made at the Peking Conference in 1924 for Tariff Autonomy in 1929 as a conditional or unconditional promise.

The Japanese attitude is made clear by the Premier's interview and also by extensive Press comment, but the loneliness of these statements only elates the Chinese who assume that they can have tariff autonomy by cool assertion as they have already illegally imposed the Washington surtaxes and are also counting again upon the moral support of the British Government.

Treaty Violation.

Throughout the Legation Quarter the writer is assured that, technically, even the recognised Chinese government would have no such right of assumption until the Tariff Conference has been reconvened and all the tariff questions re-opened and settled, the like question explored, the autonomy clause embodied in a treaty ratified.

Under other conditions autonomy is simply a treaty violation because the promise of autonomy was not only conditional upon the abolition of likin but upon its embodiment in the treaty.

Tact Consent.

One diplomat expressed the opinion, however, that before January next the Chinese would exact the support of several of the Powers by holding up their tacit consent to the Washington surtaxes as a precedent, so that a bold attempt would be made to override those who correctly oppose it.

This play, like other Customs adjustments is being staged by Liang Shih-yi and the Chiao Tung Clique who are suspected by Chinese bankers of attempting to gain a predominant position in Customs affairs so as eventually to rehabilitate themselves by securing on the Customs surtaxes their big holdings in the demerit goods market. —N. C. Daily News.

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WANTED TO RENT small unfurnished flat or two or three rooms. Preferably in Central. Must be in Hong Kong. Apply Box No. 536, c/o "China Mail."

WANTED.—European Nursery Governess wanted for child of nine, Peak district. No teaching required. Apply Box No. 534, c/o "China Mail."

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FOR SALE.—Four Show Cases in first-class order and condition. Glass sides and ends, removable plate glass shelves. Apply Box No. 530, c/o "China Mail."

FOR SALE.—One brass "Huang Ming" pan of the Chinese Hun Dynasty with automatic springs. Price \$1,000.00. Apply Box No. 487, c/o "China Mail."

MISCELLANEOUS.

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MISS RUTH CULLEY (Camb. Higher Local). (Camb. Teachers' Diploma). MISS GERTRUDE TURNER (National Fredel Higher Certificate).

LESSONS IN CHINESE.

MR. LI HON FUN begs to state that he has been a teacher of Chinese to European Officers and Merchants in Hong Kong for more than twenty years, that he has had considerable experience in training students for examinations in Chinese, and holds first-class certificates.

Persons wishing to study the Chinese language are requested to communicate with him at No. 104, Praya East, first floor.

Terms moderate.

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AUCTIONEERS, APPRAISERS AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions from the Official Receiver, Supreme Court, to sell by Public Auction, ON

MONDAY, the 19th March, 1928, commencing at 11 a.m. at the godown of Yuen Mow Hong (in Bankruptcy), Praya, Kennedy Town.

248 Bags Rice.
991 Bags Bitter Nuts.
174 Bags Fertiliser.
25 Cases Shells.
3 Bags Iron Nuts.
3 Cases Hide Cutting.
177 Cases Cloves.
6 Bags Shelled Peanuts.
35 Bags Sago.
5 Bags Fish Maw.
25 Cases Purifying Liquid.
220 Bags Powder.
3 Cases Feather.

Terms:—Cash on Delivery.
LAMMERT BROS. Auctioneers.
Hong Kong, 15th March, 1928.

THE undersigned have received instructions from The Registrar, Supreme Court, to sell by Public Auction

ON WEDNESDAY and THURSDAY, the 21st and 22nd March, 1928, commencing each day at 10 o'clock a.m.

The Goods and Chattels of Mrs. F. K. Cameron of No. 13, Queen's Road, Central, St. Francis Hotel, 1st, 2nd and 3rd Floors, all that space on the ground floor known as the Lobby and a portion of the ground floor on the Right Wing of the Ho Hong Bank Building together with the servants' quarters at the back thereof

Comprising:—Blackwood Tables, Teapots, Pedestals, Joss Tables, Stools, Teak Clothes Hangers, Iron and Teak Bedsteads, Dressing Tables, Washstands, Wardrobes, Armchairs, Couches, Dining Tables, Dining Chairs, Sideboards, Dinner Waggon, Ice Chests, Crockery, Glass Ware, Cutlery, Cooking Utensils, Stoves, Teak Counters, Pictures, Pots and Plants, Rattan Chairs, Carpet Runners, Toilet Sets, etc.

Catalogues will be issued. On View from Monday, the 19th March, 1928.

Terms:—Cash on Delivery.
LAMMERT BROS. Auctioneers.
Hong Kong, 17th March, 1928.

THE Undersigned have received instructions to sell by Public Auction

ON FRIDAY, the 23rd March, 1928, commencing at 2.30 p.m. at No. 12 Chatham Road, Kowloon, A Large Quantity of VALUABLE HOUSEHOLD FURNITURE.

Comprising:—Chesterfield Couch and Chairs, Teak Extension Dining Table, Dining Chairs, Teak Sideboard, Ice Chest, Dinner Waggon, Fine Crystal Table Service, Cutlery, Crockery, Picture, Ornaments, Teak Wardrobe, Chest of Drawers, Bedsteads, Dressing Table, Curtains, etc., etc.

Several Pieces of Canton Blackwood Furniture

A Few Very Fine Tientsin Carpets And A Valuable Collection of Curios.

On View from Thursday, the 22nd March, 1928.

Catalogues will be issued. Terms:—Cash on Delivery.
LAMMERT BROS. Auctioneers.
Hong Kong, 17th March, 1928.

NOTICES.

NOTICE.

I HAVE from This Day established myself as a Share & General Broker with offices situated at No. 11, Ice House Street.

G. A. HARRIMAN, Member, Hong Kong Sharebrokers' Association.
13th March, 1928.

NOTICE.

THE CATHOLIC PRESS DAY will take place at the Cathedral on SUNDAY, the 18th March.

MORNING SERVICE: High Mass 8.30 a.m.
EVENING SERVICE: Sermon & Benediction 4 p.m.
After that an "At Home" at the Mission House.
Catholics are cordially invited.

HONG KONG JOCKEY CLUB.

THE SECOND EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on SATURDAY, 17th March, 1928, commencing at 2.30 p.m. The first bell will be rung at 2 p.m.

The charge for admission to the Public Enclosure will be \$1 for all persons including Ladies.

Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5 each up to Friday, 16th March, 1928.

The charge for admission for Ladies to the Members' Enclosure will be \$2. Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.
Bookmakers, Tie Tac Men, etc., will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meetings.
Hong Kong, 12th March, 1928.

FANLING HUNT STEEPCHASES.

EASTER MEETING. Saturday, 31st March, 1928.

DRAFT PROGRAMMES and ENTRY FORMS for the EASTER MEETING to be held on Saturday, 31st March, may be obtained from Dr. F. PIERCE-GROVE, Alexandra Buildings.
ENTRIES close before NOON, Wednesday, 20th March, 1928.



NOW is the time. The hatching season has come. Don't waste time and money on Chinese poultry. Buy White Leghorn eggs and hatch them. In 6 months' time your pullets will be laying. The White Leghorn is the most beautiful and the best layer of all breeds. Our eggs are from birds of the famous Barron-Tannered 250-300 egg strain. Also strong, lively week-old chicks, pullets and cockerels for sale. Right prices. Apply to POULTRY SPECIALISTS' CO., Importers and Breeders of pure-bred American and Australian Poultry, 8, Duddell Street, ground floor. Tel. No. C.4459.

NOTICES.

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the FORTY-THIRD ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hong Kong Hotel, Hong Kong, on WEDNESDAY, the 28th March, 1928 at 11 a.m. for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended 31st October, 1927.

The REGISTER of SHARES of the Company will be CLOSED from Thursday, the 22nd day of March, to THURSDAY, the 29th day of March, 1928, both days inclusive, during which period no transfer of shares can be registered.

JOHN D. HUMPHREYS & SON, General Managers.
Hong Kong, 15th March, 1928.

TELEPHONE SERVICE BETWEEN HONG KONG AND KOWLOON.

FROM 17th March, 1928, until further notice, telephone service between HONG KONG and KOWLOON will be restricted owing to harbour dredging operations necessitating the removal of our submarine cables and resulting in a reduction in the number of junctions available to carry the Telephone Traffic between the above mentioned places.

A full service will be restored immediately dredging operations cease.

J. P. SHERRY, Manager.
Hong Kong Telephone Co., Ltd.
Hong Kong, 17th March, 1928.

NOTICE.

THE HONG KONG & WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, 2, Queen's Buildings, Hong Kong, on TUESDAY, 20th March, 1928, at Noon, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1927.

THE SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 14th to the 20th March, 1928 (both days inclusive).

By Order of the Board of Directors,

R. M. DYER, Chief Manager.
Hong Kong, 6th March, 1928.

GREEN ISLAND CEMENT COMPANY, LIMITED.

THE 39th ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above COMPANY will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, Hong Kong, on WEDNESDAY, the 21st day of March, 1928, at Noon for the purpose of receiving a statement of accounts and the report of the Directors for the year ended 31st December, 1927.

THE TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 13th March, 1928, until WEDNESDAY, the 21st March, 1928, both days inclusive.

SHEWAN, TOMES & CO., General Managers.
Hong Kong, 1st March, 1928.

THE HONG KONG FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FIFTY-NINTH ORDINARY GENERAL MEETING of Shareholders will be held at the Offices of the undersigned on MONDAY, the 26th March, 1928, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended 31st December, 1927.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 12th to the 26th March, 1928, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Managers, The Hong Kong Fire Insurance Co., Ltd.
Hong Kong, 5th March, 1928.

HEALTH IS WEALTH.

Does Money Make You Happy?

Sometimes, but never unless you have good health and enjoy it. If you have poor health and lost faith in Medicine and other means, investigate and learn the truth of how the Foo On Herbs cured people. No drugs—No knife.

POO ON HERBS CO., 66, Queen's Road C., 1st floor.

"COMPANIONATE."

REMEDY FOR UNHAPPY MARRIAGES.

A NEW DIVORCE.

Companionate divorce as a new cure for unhappy marriages has successfully stood its first test, in Cleveland (United States) where it is being put in practice by Judge Harrison Ewing, of the Divorce Court.

Mr. and Mrs. Florian Hummer recently applied to Judge Ewing for a divorce decree. He suggested that they should return home together for the sake of their three children, but live apart, the husband to be known as the family's managing financier and the wife as the managing housekeeper.

They have now requested a cancellation of the divorce proceedings. Mrs. Hummer, who craved unrestricted freedom, described their experiment to Cleveland newspaper representatives.

"It's much better to be a man's wife than his housekeeper," she said. "Florian will be home soon and I can greet him with a hug and a kiss. That is much better than a formal bow."

"When we tried Judge Ewing's plan we talked together, and ate together, and our mutual friends visited us, but beyond that there was a strict barrier between us. It was hard for me to refrain from calling him 'Dad,' and when I at freedom were given me they were stuck in my throat."

"Several times I was so lonely that I had to fight to keep from throwing myself in Florian's arms. Under the terms of our agreement I was entitled to two nights off weekly but I seldom left the house after dark. When the evenings of freedom were given me they were no longer fascinating."

"We had a Christmas tree for the children on Christmas Eve with all the presents piled up. Florian gave me a framed poem reading:—

We flatter those we scarcely know.

We please the fleeting guest.

And deal full many a thoughtless blow.

To those we love the best.

"After reading it I went to my bedroom and cried."

"We had a wonderful Christmas Day dinner together, and then reconciliation began."

SHOCKED VIENNA.

NEGRO DANCER MAY LEAD AN "EMIGRATION."

Vienna, Feb. 7.

Miss Josephine Baker, the famous Parisian coloured dancer, will become a modern Pied Piper of Hamelin if the Hakenkreuzler Fascists persist successfully in their opposition to her appearance on a Vienna stage.

Her impresario has secured an option on a theatre at Bratislava (formerly Pressburg), a large town just across the Czechoslovakian border, and there will be a temporary mass emigration from Vienna to its more liberal atmosphere if the Austrian authorities yield to the outcry of the Nationalist fanatics and prohibit her performance.

Bratislava is within easy reach from Vienna by tramcar, train, and steamer. Negotiations are already in full swing with the Czechoslovakian Legation here for special visa facilities, while a special "Josephine Baker Steamer Service" is also being arranged.

Indignation.

Newspapers here are generally indignant with the Hakenkreuzler for making this usually liberal and artistic capital ridiculous in the eyes of the world by conferring on Josephine Baker the title of "the girl who shocked Vienna."

The Theatre Directors' Association has nevertheless decided to boycott Josephine in deference to Hakenkreuzler agitation. Three leading theatres, however, which stand outside the association, the Volksoper, the Buerger Theatre, and the Johann Strauss Theatre, are negotiating for her appearance.

It is probable that the famous Johann Strauss operetta theatre will be the one to defy the Hakenkreuzler and offer hospitality to Josephine Baker.



A drop on any excess of itching under the eyes and you'll be able to rest and sleep more. Think—just a drop! It's worth trying. Get a trial bottle today.

Get your Laval at all chemists, druggists, grocers, etc. Laval, 10, Queen's Road, Hong Kong.

JERUSALEM.

WOMAN'S IMPRESSIONS OF DISILLUSION.

AS IT IS TO-DAY.

The following description of Jerusalem by a woman contributor who has recently returned from Palestine is of exceptional significance following Sir Alfred Mond's account of Zionist prosperity.

Jerusalem to-day is sadly disappointing. Its age-old loveliness is prostituted by commercialism—the commercialism of the Arab travel agencies.

When you approach it from the Jaffa road on the west, or the Haifa road on the north, the hideous modernity of its straggling suburbs gives a false impression of prosperity. But the brand new villas and bungalows on its outskirts are the only signs of prosperity you will see. There is a squalor indescribable within the walls, particularly in the network of evil-smelling alleys that lie between the Via Dolorosa and the Jews' Walling Place.

It is said that sixty different dialects are spoken in the narrow streets of Jerusalem, and it is easy to believe.

Palestine seems to belong to every man, and yet, paradoxically, to be a veritable No Man's Land—and, tragically, the Jew is the most scorned.

The Arabs—or Palestinians as they like to be called—are ready with sneer or petty insult. Perhaps this is the outcome of a subconscious fear lest the Jewish element should become strong and oust the Palestinians from their new-found nationality. If so, it seems a groundless fear. Jews who returned from Europe or America after the liberation of their ancient home from the Turks are clamouring to be sent back, for poverty stares them in the face.

One of the new Jewish settlements—a handful of white bungalows and poor houses—is on the plain of Magdala. They call it Hapharaim or Israel, and with high hopes said it was to be the "Chicago of Palestine." This was in 1922. To-day that village would be laughable if it were not so tragic.

Stomach trouble gets worse if you don't treat it properly, and ulcers may form before you realise. Excess of harmful stomach acid causes indigestion, sour and ferments the food, and attacks the delicate stomach lining. The fermented food then forms still more acid—a vicious circle and a dangerous one. Merely to stop the pain of indigestion is not enough. For full protection against chronic acidity and stomach ulcers you should use "Bisurated" Magnesia. It neutralises acid instantly, and thus by removing the cause of the trouble, gives quick relief. "Bisurated" Magnesia is safe, too. It is a remedy that not only soothes and heals, but also protects the inflamed stomach lining. Don't take risks—get a package of "Bisurated" Magnesia from your chemist. It is sold in both powder and tablet forms.

WHY INDIGESTION OFTEN GETS WORSE.

Stomach trouble gets worse if you don't treat it properly, and ulcers may form before you realise. Excess of harmful stomach acid causes indigestion, sour and ferments the food, and attacks the delicate stomach lining. The fermented food then forms still more acid—a vicious circle and a dangerous one. Merely to stop the pain of indigestion is not enough. For full protection against chronic acidity and stomach ulcers you should use "Bisurated" Magnesia. It neutralises acid instantly, and thus by removing the cause of the trouble, gives quick relief. "Bisurated" Magnesia is safe, too. It is a remedy that not only soothes and heals, but also protects the inflamed stomach lining. Don't take risks—get a package of "Bisurated" Magnesia from your chemist. It is sold in both powder and tablet forms.

ST. ANDREW'S CHURCH, KOWLOON.

Sunday, 18th March, 1928.

4th Sunday in Lent.

8.15 a.m. Holy Communion.

10.00 a.m. Children's Service.

11 a.m. Morning Prayer. Preacher: The Vicar; Subject: "Jeremiah, Patriot and Prophet."

2.45 p.m. Sunday Schools.

3 p.m. Young Men's and Young Women's Bible Classes.

6 p.m. Evening Prayer; Preacher: Rev. H. A. Wittenbach; Subject: "The Sabbath Day."

Wednesday, 21st March 1928.

6 p.m. Evening Prayer and Address.

NOTICE OF REMOVAL.

We have This Day Removed into more Commodious Premises—The whole Building situated in 3A, Wyndham Street and the Corner of Wellington Street—Exactly opposite our Old Building.

THE NEWSPAPER ENTERPRISE, LTD.

PROPRIETORS OF THE

CHINA MAIL,

3A, WYNDHAM STREET.

Hong Kong, 1st February, 1928.

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FOR BRINDISI, VENICE AND TRIESTE (FIUME).
REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE £72.10.0.
LONDON £80.0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.
From Hong Kong.

S.S. "VENEZIA" Sails hence on/or about 29th Mar.
M.V. "REMO" Sails hence on/or about 26th Apr.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.
From Hong Kong.

M.V. "ROMOLO" Sails on/or about 3rd Apr.
S.S. "VENEZIA" Sails on/or about 1st May.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.

S.S. "UNONA" Sails from Calcutta on the 1st Apr.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading Issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to:—
DODWELL & CO., LTD., Agents.
Telephone Central 1030.

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THROUGH BOOKING TO EUROPE AT REDUCED RATES.

£120, £112, £110, £102 £83, via San Francisco.
£8440, £8420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAIYO MARU Tuesday, 20th March.

TENYO MARU Tuesday, 3rd April.

*Calls Keelung.

LONDON via Singapore, Suez, Marseilles & Ports.

KASHIMA MARU Saturday, 24th March.

HAKONE MARU Saturday, 7th April.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU Wednesday, 21st March.

AKI MARU Wednesday, 25th April.

BOMBAY via Singapore, Penang, & Colombo.

↑ TOKUSHIMA MARU Saturday, 17th March.

↑ GENOA MARU Wednesday, 28th March.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,

Mexico & Panama.

BOKUYO MARU Thursday, 19th April.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

HAKATA MARU Tuesday, 10th April.

NEW YORK and/or BOSTON via PANAMA.

↑ MAYBASHI MARU Tuesday, 27th March.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

↑ LIMA MARU Saturday, 14th April.

CALCUTTA via SINGAPORE, PENANG & RANGOON.

↑ NAGATO MARU Wednesday, 21st March.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU Friday, 20th April.

SHANGHAI, KOBE & YOKOHAMA.

FUSHIMI MARU Tuesday, 20th March.

↑ TSURUGA MARU Wednesday, 21st March.

†Cargo only.

For further information apply to—NIPPON YUSEN KAISHA.
Tel. Central No. 292 (Private exchange to all departments.)



MAIL AND CARGO STEAMERS TO AND FROM
MARSEILLES, DUNKIRK, U.K. HAMBURG & ROTTERDAM.

From Marseilles

ANDRE LEBON 27th Mar.
CHENONCEAUX 10th Apr.
ATHOS II 24th Apr.
D'ARTAGNAN 8th May.

From Dunkirk, Antwerp, London

D. P. BENOIT (Cargo) 24th Mar.
CAPT. FAURE (Cargo) 21st Apr.

For Shanghai, Japan and North China

D. P. BENOIT (Cargo) 24th Mar.
CAPT. FAURE (Cargo) 21st Apr.

For Shanghai and Japan

ANDRE LEBON 27th Mar.
CHENONCEAUX 10th Apr.
ATHOS II 24th Apr.
D'ARTAGNAN 8th May.

For Marseilles

PORTHOS 27th Mar.
PAUL LECAT 10th Apr.
ANDRE LEBON 24th Apr.
CHENONCEAUX 8th May.
ATHOS II 22nd May.

For Rotterdam, Hamburg, Dunkirk

YALOU (Cargo) 1st week Apr.

For full Particulars, apply to:—
Cie. des MESSAGERIES MARITIMES,
Telephones: C. 561 and 740. 3, QUEEN'S BUILDING.



SHIPPING SECTION.

DENMARK.

SHIPBUILDING INDUSTRY
TO-DAY.
NO REASON TO COMPLAIN.

Reports from Copenhagen indicate that at the present moment the Danish shipbuilding industry has no reason to complain of any lack of orders. Practically all the yards have so many contracts in hand that they are provided with work for quite a long time ahead. The most and the largest of the new ships are naturally being constructed by Denmark's largest shipbuilding concern, Burmeister and Wain, of Copenhagen, where no fewer than 14 Diesel motorships and one steamer are under construction. The largest of the motorships is a Diesel tanker of 9,000 tons for the Klavens firm of Oslo. There is also a Diesel motorship of 7,900 tons for the Joleford Company, of Stavanger. The remaining contracts are for ships between 4,000 and 5,000 tons.

This Year's Output.

The Odense Steel Shipyard has seven Diesel motorships varying from 3,000 tons to 8,500 tons either in construction or on order.

At the Næskov Shipyard, on Fulen, there are four Diesel motorships on the slips, one of them of 10,000 tons.

At the Heesingor Shipyard four Diesel motorships and three steamers are under construction; the Frederikshavn yard is building a passenger steamer and a motor ferry, while the Aalborg and Svendborg yards have several orders in hand.

It is estimated that this year the Danish shipbuilding yards will turn out some 31 Diesel motorships and steamers, the greater number of which are being for foreign account, especially for Norwegian and Swedish firms.

EAST ASIATIC CO.

10 PER CENT. DIVIDEND
FOR 1927.

THE CARRY FORWARD.

The report of the East Asiatic Co. for the year ended Dec. 31, 1927 shows a dividend of 10 per cent. and 5,160,000 kroner carried forward.—Reuter.

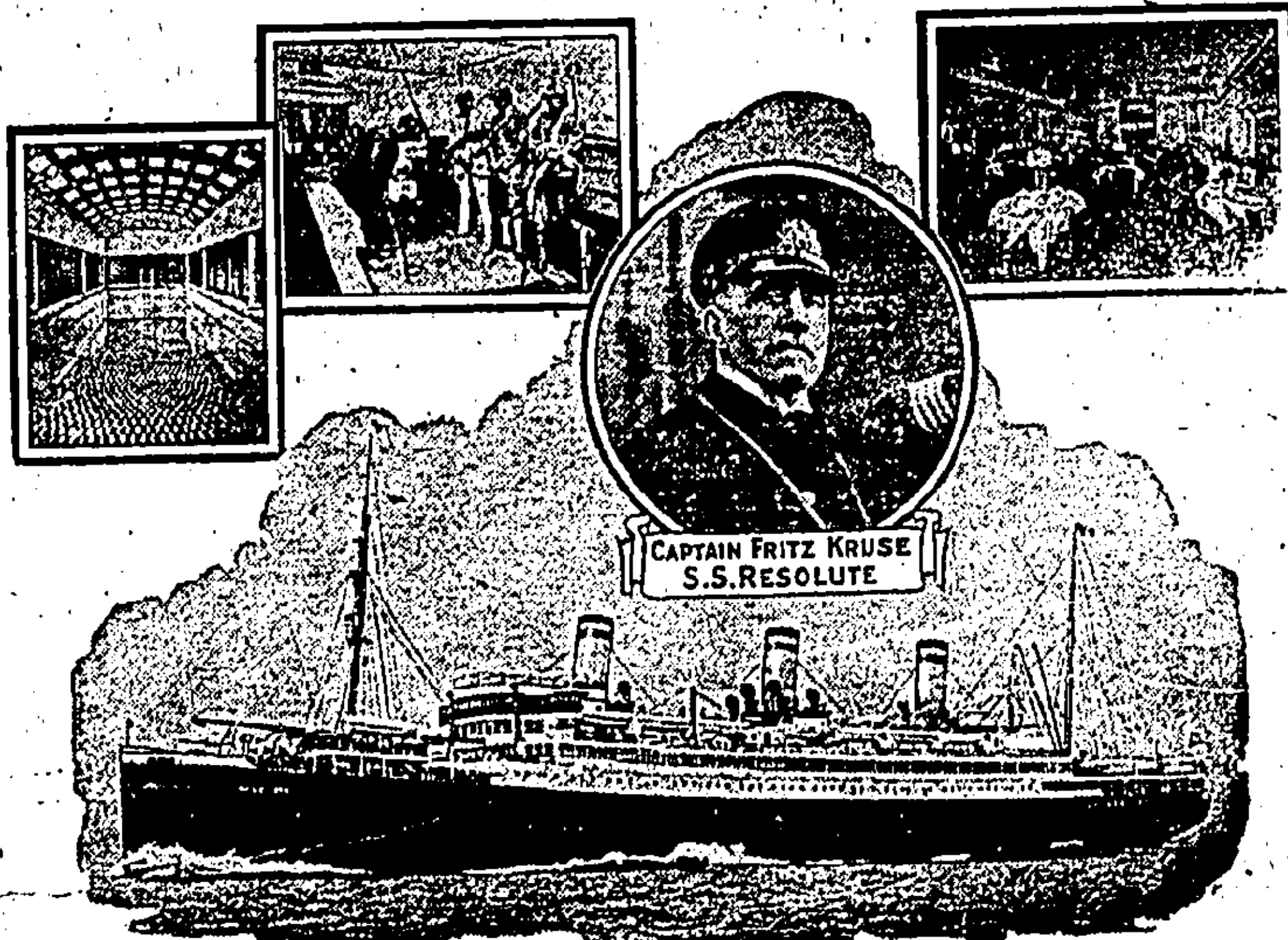
It is notified in the "Gazette" that the certificate of proficiency as wireless telegraph operator on board British ships, certificate No. 22 of 1927, issued to U Man Jann, has been cancelled.

AMERICAN AUSTRALIA ORIENT LINE.

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FOR SAN FRANCISCO & LOS ANGELES.

S.S. "WEST SEQUANA" Apr. 5
S.S. "MONTAGUE" Apr. 17
For full information apply to—
SWAYNE & HOYT, INC.
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The Wonder World Cruise of:—

S.S. RESOLUTE

The Queen of the Cruising Steamships

Arriving Hong Kong 28th March a.m.

Leaving Hong Kong 30th March p.m.

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Ports of call:—Keelung, Shanghai, Chinwangtao, (Peking, Tientsin and "The Great Wall", Chemulpo, Miyajima, Inland Sea of Japan, Kobe, Yokohama, (Tokyo, Nikko, Kamakura) Honolulu, Hilo, San Francisco, Los Angeles, Balboa, Colon, Havana, New York.

Offering people a wonderful opportunity for sight seeing and travel.

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Pedder Bldg. 7th Floor. Tel. C. 2225 or 4754

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AGENTS FOR

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT..... ELLERMAN LINE

S.S. "CITY OF MADRAS" Havre, London, Rotterdam & Hamburg 25th March.
S.S. "CITY OF GLASGOW" Havre, London, Rotterdam & Hamburg 24th April.
S.S. "CITY OF DUNKIRK" Havre, London, Rotterdam & Hamburg 25th April.

AUSTRALIA..... SINGAPORE/AUSTRALIA..... AUSTRAL-EST INDIES LINE

"KAZEMBE" Leaves Singapore 7th May.
For FREMANTLE, ADELAIDE, MELBOURNE & SYDNEY.
Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line and other services.

BOSTON, NEW YORK & BALTIMORE..... AMERICAN & MANCHURIAN LINE

S.S. "CITY OF DURHAM" via Suez Canal 20th March.
S.S. "CITY OF BOMBAY" via Suez Canal 20th April.
S.S. "CITY OF EASTBOURNE" via Suez Canal 18th May.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON AND NEW YORK..... AMERICAN & ORIENTAL LINE

S.S. "BIRCHBANK" via Suez Canal 25th March.

MAURITIUS & SOUTH AFRICA..... ORIENTAL AFRICAN LINE

S.S. "TINHOW" 20th April.
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amalia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

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CANADIAN PACIFIC

S.S. "EMPRESS OF ASIA"

WILL SAIL FOR

MANILA

TO-MORROW

SUNDAY, MARCH 18th

at

5 P.M.

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C.752 Cables: "GACANPAC."
Freight and Express: Tel. C. 42 Cables: "NAUTILUS."

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.

ALASKA MARU Monday, 9th April.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Dalian & Cape Town.

HAWAII MARU Saturday, 24th March.

BOMBAY—Via Singapore and Colombo.

INDUS MARU (Calls at Penang) Wednesday, 21st March.

SHUNKO MARU (Calls at Karachi) Thursday, 5th April.

BORNEO MARU (Calls at Penang) Thursday, 19th April.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND

MOBASA—Via Singapore and Colombo.

CANADA MARU Saturday, 31st March.

CALCUTTA—Via Singapore, Penang and Rangoon.

TACOMA MARU Sunday, 25th March.

SEATTLE MARU Wednesday, 26th April.

VICTORIA, SEATTLE, TACOMA & VANCOUVER Via Japan Ports.

PARIS MARU (From Shanghai) Tuesday, 20th March.

HAIPHONG—Via HOBOW & PAKHOI.

NEW YORK—Via Japan ports, San Francisco & Panama.

JAPAN PORTS

AMUR MARU Saturday, 17th March.

SUMATRA MARU Monday, 19th March.

SOURABAYA MARU Wednesday, 28th March.

KEELUNG Via SWATOW & AMOY.

KALJO MARU Sunday, 18th Mar. 11 a.m.

HOZAN MARU Sunday, 25th March, 11 a.m.

TAKAO—Via SWATOW & AMOY

DELI MARU Thursday, 22nd March 10 a.m.

TAKAO & KEELUNG

SOURABAYA MARU Wednesday, 28th March.

For further particulars please apply to:—OSAKA SHOSHEN KAISHA.

Tel. Central No. 4688, 4089, 4090. M. TAKEUCHI, Manager.

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SURVEY.

PASSENGER STEAMER INSTRUCTIONS.

THE BOARD OF TRADE.

The Board of Trade has just issued two volumes of instructions as to the survey of passenger steamships. Volume I. is confined to the text of the instructions, and Volume II. contains standard diagrams of floodable lengths. The instructions, which are issued by the Board of Trade under the authority of the Merchant Shipping Acts for the guidance of their surveyors in the survey of passenger steamers, are, with the exception of the instructions relating to the sub-division of passenger steamers, mainly a consolidation of the instructions which have already been issued as separate publications.

Details. These comprise the following:—Instructions relating to the construction of passenger steamships, survey of passenger steamships, survey of passenger accommodation, standard conditions for the design and construction of marine boilers and of water-tube marine boilers, standard conditions and rules for

the shafts of marine steam engines, instructions to surveyors relating to oil fuel installations in passenger steamships, instructions to surveyors relating to survey of passenger steamers, crew space, emigrant accommodation, instructions to surveyors relating to fire extinguishing appliances in steam and motor passenger ships. Instruction based on existing practice, which have not been previously published as general instructions, are included on the following subjects:—Diesel engines, electrical equipment, and oil fired cooking stoves. The volumes are published by his Majesty's Stationery Office.

The Australian submarines "Oxley" and "Otway" reached Gibraltar on Feb. 12, the first stage in their long voyage of nearly 13,000 miles from England to Australia. They were to call at Singapore, Sumatra, Batavia, Kepong, and Thursday Island, whence they go to Sydney, completing their voyage in fifty-four days' actual steaming. Being the first unescorted run by submarines between England and Australia, their trip is regarded as of more than ordinary importance.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong About	Destination
KASIMIR	8,985	17th Mar.	Marseilles, London, Antwerp & Hull
KARNATA	9,128	24th Mar.	Marseilles, London, Antwerp & Hull
KIRZAPOR	6,715	27th Mar.	Marseilles, London, Antwerp & Hull
MANTHA	10,946	31st Mar.	Marseilles, London, Antwerp & Hull
KALYAN	9,144	7th Apr.	Marseilles, London, Antwerp & Hull
MONGOLIA	16,564	14th Apr.	Marseilles, London, Antwerp & Hull
INAGPORA	16,564	21st Apr.	Marseilles, London, Antwerp & Hull
MORCA	10,963	28th Apr.	Marseilles, London, Antwerp & Hull
KASIGAR	9,005	12th May	Marseilles, London, Antwerp & Hull
JEYPORE	5,318	19th May	Marseilles, London, Antwerp & Hull
MAIWA	10,986	26th May	Marseilles, London, Antwerp & Hull
DELTA	8,097	9th June	Marseilles, London, Antwerp & Hull
INOGARA	6,589	16th June	Marseilles, London, Antwerp & Hull
KANPURA	15,001	23rd June	Marseilles, London, Antwerp & Hull
KHYBER	9,114	30th June	Marseilles, London, Antwerp & Hull
INANKIN	7,568	14th July	Marseilles, London, Antwerp & Hull
KAWALPINDI	16,619	21st July	Marseilles, London, Antwerp & Hull
KASHMIR	8,985	28th July	Marseilles, London, Antwerp & Hull
KASPUTANA	16,568	14th Aug.	Marseilles, London, Antwerp & Hull

* Passengers to Singapore only. Limited accommodation available for 2nd class passengers from Hong Kong to London.
* Frequent connection from Port Said for Passengers and Cargo to Constantinople, Persia, Syria and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALMA	10,000	20th Mar.	Singapore, Penang & Calcutta
TAKLIWA	7,568	24th Mar.	Singapore, Penang & Calcutta
SHIRALA	7,568	31st Mar.	Singapore, Penang & Calcutta
SANTHIA	7,568	11th Apr.	Singapore, Penang & Calcutta

B. I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	30th Mar.	Manila, Port Holland, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ARAPURA	6,000	4th Apr.	
ITANDA	6,000	1st June	

Regular monthly sailings from Hongkong to Japan and Hongkong to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambang, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

*NAGPORA	5,283	18th Mar.	Shanghai, Moji, Kobe & Yokohama
*SANTHIA	7,574	24th Mar.	Shanghai, Moji, Kobe & Osaka
*LAHORE	6,582	24th Mar.	Shanghai, Moji, Kobe & Yokohama
*TAKADA	6,949	28th Mar.	Shanghai, Moji, Kobe, Osaka & Yohama
*MORCA	10,963	30th Mar.	Shanghai, Moji, Kobe & Yokohama
*ARAPURA	6,000	3rd Apr.	Shanghai, Moji, Kobe & Yokohama
*KALAMBI	8,018	11th Apr.	Shanghai, Moji, Kobe & Osaka
*JEYPORE	5,318	13th Apr.	Shanghai, Moji, Kobe & Yokohama
*KASIGAR	9,005	13th Apr.	Shanghai, Moji, Kobe & Yokohama
*TILAWA	10,905	21st Apr.	Shanghai, Moji, Kobe & Osaka
*MAIWA	10,986	27th Apr.	Shanghai, Moji, Kobe & Yokohama
*WANDA	6,586	8th May	Shanghai, Moji, Kobe & Yokohama
*NOVARA	6,589	8th May	Shanghai, Moji, Kobe & Yokohama
*BELTA	6,007	11th May	Shanghai, Moji, Kobe & Yokohama
*KANTURA	16,601	25th May	Shanghai, Moji, Kobe & Yokohama
*NANKIN	7,568	4th June	Shanghai, Moji, Kobe & Yokohama
*KHYBER	9,114	8th June	Shanghai, Moji, Kobe & Yokohama
*KAWALPINDI	16,619	21st June	Shanghai, Moji, Kobe & Yokohama
*KASHMIR	8,985	6th July	Shanghai, Moji, Kobe & Yokohama
*KASPUTANA	16,568	20th July	Shanghai, Moji, Kobe & Yokohama

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

* Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:—

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P. & O. Building, Connaught Rd. C. HONGKONG. Agents.

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JOINT SERVICE OF THE

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(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "CITY OF DURHAM" Via Suez Canal 20th Mar.
S.S. "CITY OF BOMBAY" Via Suez Canal 20th Apr.
S.S. "CITY OF EASTBOURNE" Via Suez Canal 18th May.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
Subject to change without notice.

For Freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., Hong Kong.
Hong Kong & Canton: JARDINE, MATHESON & CO., LTD., Canton.

NEW EQUIPMENT.

DIESEL-ELECTRIC DRIVE
CONVERSION.

FAVOUR IN AMERICA.

The United States Shipping Board has decided to convert to Diesel-electric drive two of its cargo steamers, the "Defiance" and the "Triumph": the order for the electric equipment has been given to the Westinghouse Electric Co.

The "Defiance" will be converted at the Norfolk Navy Yard, and the "Triumph" at the Boston Navy Yard. The vessels are to have their present 3,000 h.p. steam machinery and steam auxiliaries removed, and 4,000 h.p. Diesel-electric propelling machinery with complete electric auxiliaries installed.

This increase in the propulsive horse-power together with changes to be made in the bow and stern lines, and a new propeller design.

V.C. PROMOTED.



Captain R. N. Stuart, V.C., D.S.O., R.N.R., late captain of the Canadian Pacific liner "Empress of Australia" has been recently appointed commander of the steamer "Captain Stuart" is a native of Liverpool and this city's first and only ship's officer to be awarded the V.C. and he has also received the United States Naval Cross for extreme bravery. His V.C. was won for services during the late war, when, as commander of the "Q" ship "Pargust," he sank a German submarine. The "Pargust," disguised as a British merchant, was torpedoed at very close range, and Captain Stuart sent out a panic party in a life boat which served to decoy the submarine within fifty yards of the ship, whereupon the "Pargust" opened fire. After the submarine went down the "Pargust" pretty well damaged herself, was towed into port by American destroyers.

The episode which won him recognition from the United States occurred in 1917. Lt. Stuart (as he then was) in command of the U.S. gunboat "Cassin," which had been torpedoed and succeeded in towing her to port.

ed for 60 r.p.m., are expected to increase the speed to more than 13 knots, as compared with their original speed of 10 1/2 knots. The main propelling machinery will consist of a 1,500 volt double armature, direct current, forced ventilated motor of 4,000 h.p. at 60 r.p.m., directly connected to the propeller.

Power For Propulsion.

Power for the propulsion motor will be supplied by four main generator sets, each of which comprises a McIntosh-Seymour oil engine, directly connected to an 800 k.w., 25 r.p.m., 385 volt main generator, and a 100 k.w., 240 volt D.C. auxiliary generator and exciter. Variable voltage propulsion control equipment will be installed with dead front control panels, arranged for both pilot house and engine room control.

All deck auxiliaries will be electrically driven, and will consist of one warping and 12 deck winch water-proof motors of 25 h.p., and one water-tight anchor windlass motor of 65 h.p. The magnetic brakes and master controllers of the deck motors are all of water-proof construction.

The steering gear will be driven by a 45 h.p. motor operating on the variable voltage control system. The control is so arranged that the vessel can be steered automatically or manually from the bridge or aft station. Power for auxiliary machinery when the vessel is in port will be taken from one of the main generator units. A 36 k.w. Diesel generator is supplied for "stand-by" purposes.

After Four Years' Service.

A recent report of inspection of the electric drive on two Pacific Coast ferryboats after four years of service, the "San Leandro" and Hay "Hayward," put in service in 1923, reveals satisfactory conditions. The propulsion plants consist each of a 1,000-k.w., D.C., geared turbine-generator set, two 1,300 h.p. D.C. motors and a control

GERMANY.

SHIPBUILDING INDUSTRY
REVIEW.

OUTPUT IN 1927.

The "Hamburger Fremdenblatt" publishes unofficial statistics relating to the German shipbuilding industry, according to which 118 vessels with an aggregate tonnage of 251,650 were built at German yards in 1927 compared with 90 vessels of 269,960 tons in 1926. Of these 118 vessels 95, aggregating 209,423 tons, were for German account, compared with 61 vessels of 147,302 tons in 1926, and 23 vessels of 42,227 tons for foreign account, against 29 vessels of 122,658 tons in 1926.

The tonnage constructed for Germany is classified as follows:—

Class of vessel.	No.	Tons.
Steamers	55	160,184
Motorships	26	45,983
Sailing vessels and sailing vessels with aux. motors	14	3,256
	95	209,423

Foreign orders completed at German yards are classified as follows:—

Class of vessel.	No.	Tons.
Steamers	10	25,297
Motorships	7	16,930
	23	42,227

The most important vessel constructed was the "Gap Arkona," of 27,561 tons, built by Blohm and Voss for the Hamburg-South America Line.

Nine motor vessels built abroad for German account, aggregating 4,840 tons, were delivered during the year, together with four auxiliary sailing craft totalling 638 tons.

German Yards.

The following table gives a list of the German yards with an output of more than 1,000 tons, and their deliveries during the year:—

Name of Yard.	No.	Tons.
Weser Yard	11	66,377
Tecklenburg Yard	5	13,005
Vulcan Yard, Hamburg	2	9,035

Blohm & Voss, Hamburg	18	88,415
Brem. Vulcan, Vegesack	2	49,016
Deutsche Werke, Kiel	3	15,500
Flensburger Schiffbau	4	13,394
Neptun, Rostock	4	12,488
Deutsche Werft, Hamburg	5	10,004
Howaldtswerke, Kiel	6	8,222
Lubecker Maschinenbau	6	6,434
Stettiner Oderwerke	5	4,915
Friedrichs, Einswarden	3	4,587
Germaniawerft, Kiel	2	3,912
Ostseewerft, Stettin	3	3,758
Nassau & Co., Stettin	3	3,112
Seebeck, Wesermünde-G.	4	2,804
Schichau, Elbing	5	1,939
Unterw. Wesermünde-L.	4	1,815
Reihertstieg, Hamburg	3	1,008

The decline in 1927 compared with 1925 is due mainly to the falling off of orders from abroad. In previous years the Standard Oil had several tankers building at German yards. It is anticipated, however, that in 1928 there will be an increase in the volume of tonnage completed.

CONSIGNEES' NOTICE.

Consignees of Cargo ex s.s. "City of Durham" are reminded to take delivery of their goods which will be subject to rent after March 22. Consignees of Cargo ex s.s. "Paul Lecat" are advised to send in claims to the Agent before March 23.

panel providing control of speed and reversal of the motors from the engine room. The electric equipment for each boat is of General Electric Co. make.

The report states the turbine casings have been opened for the first time and the condition of the bladings is so good that no further inspection is anticipated for another four years.

The first stage shrouding had touched at some time, probably as a result of someone adjusting the thrust for closer clearances.

Excellent Condition.

Both machines are in excellent condition, particularly the reduction gears. These gears and pinions show no sign of wear whatsoever. The driving surfaces have not worn down to full contact yet. The main motors are in fine condition; the commutators have not been reground; the original set of brushes is still in use and very slightly worn.

The switchboard equipments are all in fine condition and the main controllers likewise.

The boats are conservatively estimated to have travelled 150,000 miles, manoeuvring every 2.56 miles, and the only turbine expenditure has been the renewal of operating valves, and occasionally of an emergency spring. The valves require grinding once a year, owing to the extreme service.

The fuel consumption has shown a slight decrease during the last year, as a result of better boiler efficiency.

CONSIGNEES.

NOTICE TO CONSIGNEES.
AMERICAN & MANCHURIAN
LINE.

From New York.

THE Steamship

"CITY OF DURHAM" having arrived, Consignees of Cargo by her are informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns; and all Goods remaining undelivered after 22nd March, 1928, will be subject to rent.

All Claims against the Steamer must be presented to the Under-signed on or before 29th March, 1928, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

THE BANK LINE LTD.,

General Agents.

Hong Kong, 16th March, 1928.

SERVICES CONTRACTUAL DES
MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

THE Steamship

"PAUL LECAT" BRINGING CARGO from MARSEILLES, &c.

CONSIGNEES are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the HONG KONG KOWLOON WHARF & GODOWN CO., LTD., KOWLOON, whence delivery may be obtained immediately after landing. All claims must be sent in to me on or before FRIDAY, the 23rd March, 1928, or they will not be recognized.

DAMAGED PACKAGES will be examined by the Company's Surveyor Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on TUESDAY, the 20th March, 1928.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS,

Agent.

Hong Kong, 14th March, 1928.

MOVEMENT OF STEAMERS.

The B.I. s.s. "Talma" will leave Amoy for this port to-day p.m., and is due here to-morrow p.m.
The B.I. s.s. "Santhia" left Singapore for this port on March 13 p.m., and is due here on Monday.
The Ben Line s.s. "Benavon" from Leith, Middlesbrough, Antwerp, London and Straits is due to arrive here on Monday.

The C.P.S. R.M.S. "Empress of Asia" (Capt. A. J. Hailey, R.N.R.) from Manila, is due here on March 26 at 10.00 a.m., and will berth at Pier No. 5, Kowloon Wharf. She will leave here for Victoria and Vancouver, B.C., via Shanghai, Nagasaki, Kobe and Yokohama on March 28 at 6 a.m.

The D. & Co. s.s. "Bolton Castle" sailed from New York on February 4, and is due here on March 25.

The D. & Co. s.s. "Venezia" sailed from Port Said on Feb. 20, and is due here on March 29.

The D. & Co. M.V. "Toledo" sailed from New York on February 13, and is due here on April 12.



"You know, it is a marvel in organization how a fleet of 17 immense President Liners can be handled with such efficiency and positive dependability! One week a President sails for Victoria, B. C. and Seattle via the Short Route, and the next week one to San Francisco and Los Angeles via Honolulu. Every two weeks a President sails for the Straits, Colombo, via Suez to the Mediterranean, direct to New York, Boston and California. And every few days one of them sails Interport. That's what I call real steamship service."

Weekly Trans-Pacific Service

To San Francisco and Los Angeles

The Sunshine Belt via Honolulu

Fortnightly sailings on Tuesdays

Pres. Lincoln Mar. 27th

Pres. Madison Apr. 10th

Pres. Jackson Apr. 24th

Pres. McKinley May 8th

Pres. Grant Mar. 21st 7 a.m.

Pres. Cleveland Apr. 4th

Pres. Pierce Apr. 18th

Pres. Taft May 2nd

\$120, \$112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

Europe and New York Direct

ROUND THE WORLD

Fortnightly sailings on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Adams Mar. 25th 8 a.m.

Pres. Garfield Apr. 8th 8 a.m.

Pres. Harrison Apr. 22nd 6 a.m.

Pres. Monroe May 6th 8 a.m.

Pres. Wilson May 20th 6 a.m.

Pres. Van Buren June 3rd 8 a.m.

To Manila

Pres. Lincoln Mar. 19th 6 p.m.

Pres. Adams Mar. 25th 8 a.m.

Pres. Cleveland Mar. 27th 6 p.m.

Pres. Madison Apr. 2nd 6 p.m.

Pres. Garfield Apr. 8th 8 a.m.

Pres. Pierce Apr. 10th 6 p.m.

For Bookings, Passenger and Freight Information apply to

Hong Kong and Shanghai Bank Building, Ground Floor



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Gives that Distinctive
Excellence to a
Cocktail.
Makes a perfect Gin Sling

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and Curiosities.
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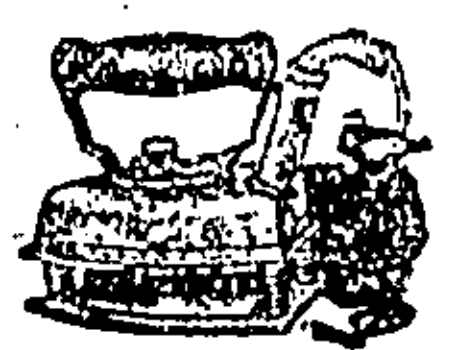


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Many different designs.

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THEY WILL BE WORTH MANY
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TO YOU DURING THE HOT
WEATHER.



ELECTRIC IRONS
From \$5.00 to \$15.00 each.

COFFEE PERCOLATORS
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From \$7.50 to \$22.50 each.

ELECTRIC TOASTERS
From \$7.50 to \$15.00 each.

**ELECTRIC WAVING
TONGS**
From \$4.50 to \$10.50 per set.

FOR DEPENDABLE
QUALITY AND BETTER VALUES
PURCHASE AT

THE SINCERE CO., LTD.

TRADE MARK



NAM WAH BRAND. NEW SEASON GINGER.

Well Preserved.

Colour and Mellowness Guaranteed.

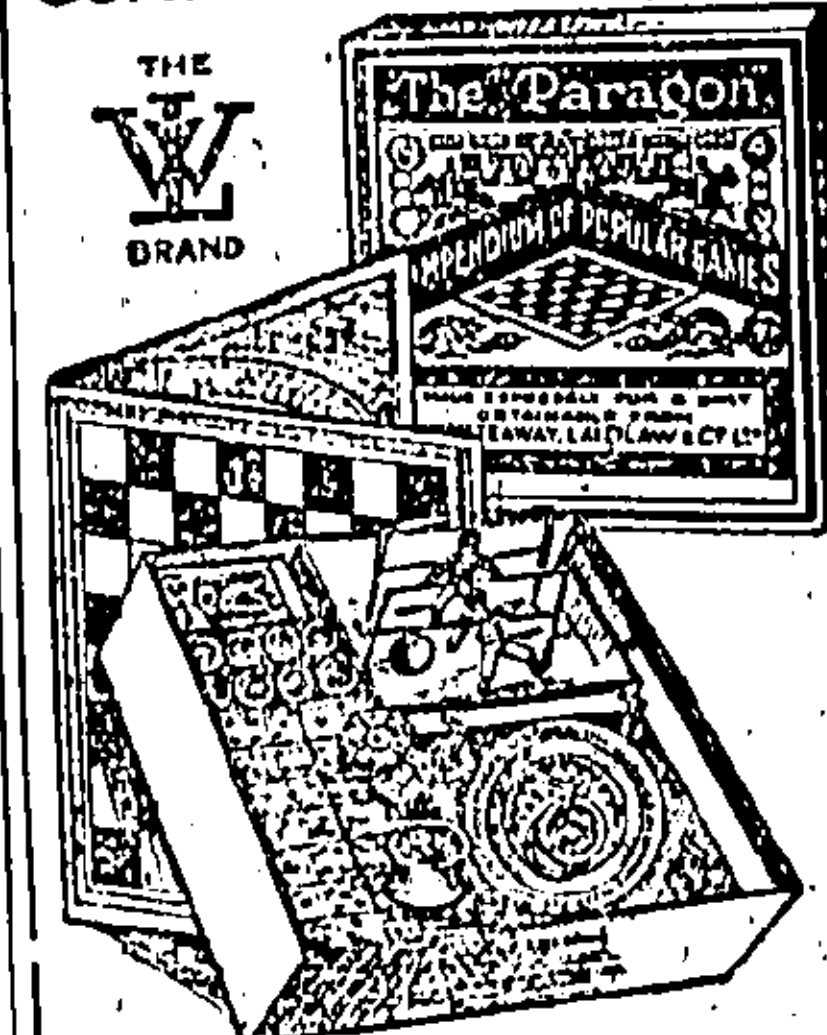
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WHITEAWAYS

NEW STOCK. STANDARD VALUES.
INDOOR GAMES.

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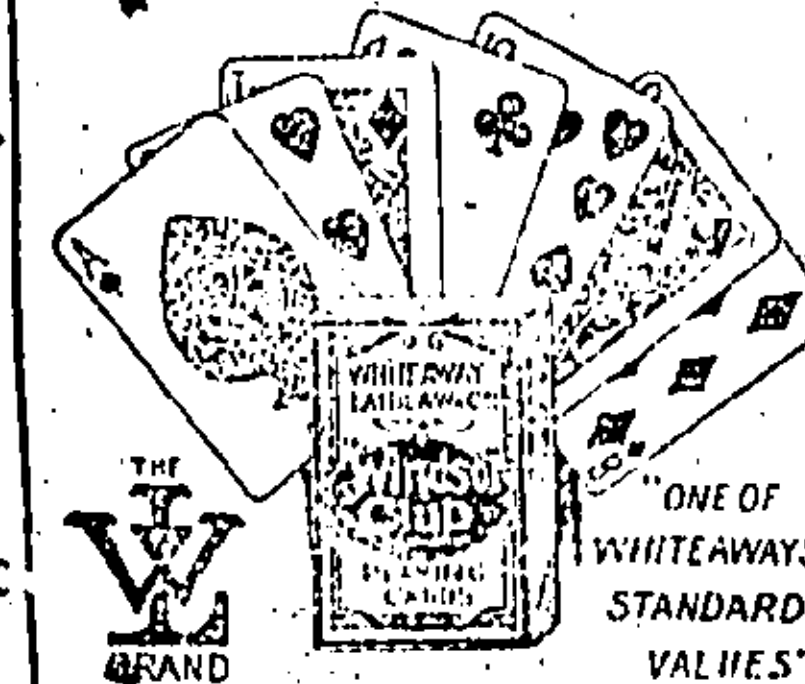


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Contains all the popular old
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Complete in box with book of
rules, etc.

Standard Value Price:
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Strand, W.C.2.

Hong Kong, Saturday, March 17, 1928

A SATURDAY CAUSERIE.

The boiler explosion at a Quarry Bay oil factory serves to call attention to a deplorable lack of legal supervision in Hong Kong over the installation and upkeep of boilers in local factories. In Britain, under the Factories' Act, users of steam boilers are obliged to present periodical reports as to efficiency, certified by experts, but in Hong Kong there is no such provision except in the case of ships' boilers, the steam pressure and efficiency of which are tested at regular intervals. The result is that boilers may be introduced into factories here and used long after they have passed the point beyond which it is dangerous to allow them to remain in service. In the circumstances, it is astonishing that there have not been more serious accidents in the past. If the local law was brought into line with that existing at home, it would not necessarily involve the creation of a large staff of officials. Home Insurance Companies in large measure relieve boiler owners of their responsibilities in the matter by providing the services of trained supervisors—the cost of which is included in the general policy. Similar measures could, presumably, be brought into operation here and it is to be hoped that the legal advisers of the Government will be prevailed on in view of Monday's explosion to draft a measure which will give more security to those residing in areas surrounding local factories usually use boilers

at very low pressure and this may account to some extent for the absence of accidents in the past. It does not, however, free the Government from its responsibility in the matter.

The report of the Committee of Civil Research which is investigating the working of the Stevenson rubber restriction scheme is being awaited with considerable interest and it would appear from despatches received this week that the Committee's decisions will be made known by the end of the month. In Malaya, the consensus of opinion among producers appears to be against any precipitate removal of restriction and in favour of the continuance of the present regulations for at least twelve months to enable the Research Committee to make a thorough investigation of the subject. In Ceylon, opinion among the producers appears to be the other way on the grounds that restriction confined as it is at present to British companies merely means encouragement to the Dutch producers to develop their industry at the expense of the British producers. The present scheme certainly seems defective in that it does not embrace all producers and it is possibly one of the tasks of the Committee to evolve a more comprehensive scheme. If an effective method of compulsory restriction could be applied to all rubber producers, irrespective of nationality, few would oppose its continuance. Ceylon is apprehensive lest, unless something is done to discourage rubber cultivation in the Dutch East Indies, it will not be long before the Dutch can supply all the rubber the world can absorb. In Malaya it appears to be the opinion that the present price of rubber is only an indication of what would happen were large stocks to be thrown upon the market, as would happen with the announcement of removal of restriction. Any such removal, it is argued, would result in a period of intensive over-production, low prices and general demoralisation. The two views, it is hardly necessary to add, are being exhaustively examined by the Committee and—whatever way the decision is to go—it would appear that the earlier it is made the better in view of the fluctuations in the market caused through unfounded rumours.

Coincident with the announcement of a forthcoming debate at the local Y.M.C.A. on whether or

not it is desirable for greyhound racing to be introduced into China, it is interesting to note that Major Duncann Campbell has arrived in Shanghai as General Manager for the Greyhound Association of China, which is affiliated with the Greyhound Association of England. Major Campbell has already commenced putting through their paces the greyhounds which have arrived in China, with a view to starting greyhound racing in the coming spring. Whilst it is possible to have too much of a thing, whether good or bad, and here in Hong Kong the race meetings provide quite enough opportunities for those who like an occasional gamble, it is difficult to see why greyhound racing should be condemned as worse than any other form of racing or gambling. It appears to be more a question for the financial backers of the scheme to decide whether the appeal would be sufficient to guarantee a return—in Hong Kong it is pretty certain that the returns would not justify the outlay.

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scheme to decide whether the

appeal would be sufficient to guar-

antee a return—in Hong Kong it

is pretty certain that the returns

would not justify the outlay.

not it is desirable for greyhound

racing to be introduced into

China, it is interesting to note

that Major Duncann Campbell has

arrived in Shanghai as General

Manager for the Greyhound

Association of China, which is

affiliated with the Greyhound

Association of England. Major

Campbell has already commenced

putting through their paces the

greyhounds which have arrived

in China, with a view to starting

greyhound racing in the coming

spring. Whilst it is possible to

have too much of a thing, whether

good or bad, and here in

Hong Kong the race meetings

provide quite enough opportuni-

ties for those who like an occa-

sional gamble, it is difficult to see

why greyhound racing should be

condemned as worse than any

other form of racing or gambling.

It appears to be more a question

for the financial backers of the

scheme to decide whether the

appeal would be sufficient to guar-

antee a return—in Hong Kong it

is pretty certain that the returns

LINKING UP H.K.

(Continued from Page 1.)

times, shows a big annual profit. This was completed in 1904 and belongs to the Government.

The Canton terminus is at Shek-wai-tong, which is just opposite the river from Wong-sha, the terminus of the Canton-Hankow Railway. A ferry connects Shek-wai-tong with the west bank of Canton.

Canton-Kowloon Line.
Construction of the Chinese section of the Canton-Kowloon Railway began in 1908. The capital is £1,500,000 borrowed by the Chinese Government at 5 per cent. from the British and Chinese Equitable Fire Insurance Company, of which he had been chairman.

Work in Prison.
Since his conviction Bevan has been working as a compositor in Maidstone prison, and his conduct has been so satisfactory that he has earned a remission of three months of every year of his sentence. He will therefore be entitled to his release five years and three months after the date of the opening of the Old Bailey Session at which he was convicted.

The "Daily Express" understands that Bevan has intimated to his friends that he intends on his release to leave England and make his home near Biarritz.

BEVAN COMING OUT.

FINANCIER CONVICT'S NEW HOME.

NEAR BIARRITZ.

London, Feb. 3.
Gerard Lee Bevan, the City financier, will be released from Maidstone Prison towards the end of this month.

Bevan was sentenced at the Old Bailey, on December 6, 1922, to seven years' penal servitude on charges of issuing false balance sheets, publishing a false prospectus, fraudulent conversion, and obtaining money by false pretences in connection with the City Equitable Fire Insurance Company, of which he had been chairman.

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NOVEL PROTEST.

Paris, Feb. 6.
Paris chemists are not allowed to open their shops on a Sunday. One of their number, Castelle, through upholding the indubitable Shambhava River where a bridge right of any citizen to fall ill on of 140 feet joins it to the Chinese, has already amassed fines amounting to 40,000 francs for one hundred and thirty infringements of this regulation. He has now adopted a rather extreme method of voicing his protest.

Yesterday afternoon he sold newspapers and distributed free samples. A huge crowd gathered outside his shop, and while waiting for their turn to be served, read the various notices of protest he had pasted up in his window.

NEED NOT OBEY.

ASSERTION ON WIVES BY MR. JUSTICE HILL.

A HUSBAND'S DUTY.

London, Feb. 4.
"A husband has no right to say that his wife must obey him. She may have omitted the words at the church ceremony. A husband's duty is to protect his wife."

This comment was made by Mr. Justice Hill in the Divorce Court yesterday during the hearing of the divorce petition of Mr. Leonard Sydney Lukehurst, an insurance agent, of Sittingbourne, owing to the misconduct of his wife, Mrs. Bertha Louise Lukehurst, of Randolph-road, Gillingham, with Albert John Collins, a professional footballer, of the Millwall club.

Mrs. Lukehurst and Collins denied misconduct.

"Choice Between Men."
Mr. Justice Hill stated during a discussion with counsel on a question of cohabitation that he had known many cases where a husband had asked his wife to choose between him and another man.

Mr. Justice Hill, in granting Mr. Lukehurst a decree nisi, said that he accepted the evidence of the wife's ladyship at Birchington that Collins visited Mrs. Lukehurst there and did not occupy the bedroom assigned to him. He was also satisfied that Mr. Lukehurst did not consent to Collins lodging at the same house, and there was no conducive conduct on his part regarding his wife's misconduct with Collins at Birchington.

"ONE WAY" STREET.

NEW REGULATIONS FOR LONDON TRAFFIC.

London, Feb. 4.
The Minister of Transport has had under review the "roundabout" and "one-way" systems of traffic working in a number of congested thoroughfares and traffic junctions, particularly in the Central London area.

He has now decided to make regulations confirming these arrangements in general as from next Monday, and providing for the institution as from 8 a.m. on that day of new systems for the movement of traffic in Bow-road, Poplar; Chapel-street, Marylebone; Montpelier-vale, Blackheath; The Triangle, East Sheen; Palmer's Green Triangle; High-street and Eleanor Cross-road, Waltham Cross; Albert-gate, Knightsbridge; Chapel-street, Marylebone; will be a "one-way" street for traffic proceeding eastward, and the west-bound traffic so diverted will proceed along that portion of Marylebone-road, which will remain available for traffic in both directions.

Drivers will be prohibited from making right-hand turns from Albert-gate into Knightsbridge, from Knightsbridge into Saville-street, from Knightsbridge into William-street, from Saville-street into Knightsbridge, and from William-street into Knightsbridge.

PIRACY SUPPRESSION.

The "Government Gazette" notifies that the Suppression of Piracy Amendment Ordinance of 1927 came into operation as from yesterday.

Sixteen regulations made by the Governor in Council (made under the amended Ordinance), which have come into force, are also listed in the "Gazette."

CINEMA NOTES.

"MY BEST GIRL" AT THE QUEEN'S.

FINAL SHOWINGS TO-DAY.

Pictures showing to-day for the last time are: "My Best Girl" at the Queen's Theatre, "The Understanding Heart" at the World, and "The Sap" at the Star. "My Best Girl" is the story of the life of a little shop girl who works in a five-and-ten cent store, and through all the hard knocks she receives, still believes in better things. She is an enigma even to her family who cannot understand the idealism with which she goes through life. At the store she meets and falls in love with the son of her employer having no idea as to his identity. Charles Rogers plays opposite Miss Pickford and is spoken of as being one of the most promising young players of the screen. Others worthy of mention include Hobart Bosworth who is the owner of the store in the picture and a well known actor, Evelyn Hall, an English actress lately transferred to the screen.

WORLD THEATRE.

"The Understanding Heart" which is showing at the World Theatre is a thrilling story of the life of the Californian forest ranger. The leading players are Joan Crawford, Carmel Myers, Rockwell Fellers and Francis X. Bushman Jr. The picture has for its setting the beautiful Yosemite Valley and it is here that most of the outdoor scenes take place. Placed as lookout for forest fires on the top of a mountain is the role played by Joan Crawford whose escape from the station when surrounded by fire is one of the exciting scenes of the picture.

STAR THEATRE.

"The Sap" tells the story of a young man, spoiled and petted in his youth by his mother and who, when he is of age and sent out to face the world finds himself beaten and at heart a coward. Then comes the war when he is drafted to France and is accidentally made a hero. On his return home he is continually assailed by the town bully. The whole picture may be said to be a close study of fear that has been handled with remarkable skill and knowledge of life.

CONSERVATIVE AGE

SUCCESSION TO SIR LEIGH MACLACHLAN.

London, Feb. 7.

Sir Leigh MacLachlan has resigned the position of principal agent to the Conservative Party. The new principal agent is Mr. H. R. Topping, who has been the Conservative Central Office agent for Lancashire for four years.

Sir Leigh MacLachlan was appointed principal agent in December 1923, and he has served the Conservative Party for many years. He has retired now on the ground that it would be unwise for him to undergo the strain of a general election next year, when he will be sixty-five.

Mr. Topping was formerly a Conservative agent in South Wales and in the North-west Division of Cheshire, and earlier still was general secretary of the City of Dublin Unionist Association. He has made the party organisation in Lancashire one of the strongest in the north of England.

Shadows Before

COMING EVENTS ANNOUNCED IN THE "MAIL"

To-day—Queen's Theatre; "My Best Girl."
To-day—World Theatre; "The Understanding Heart."
To-day—Star Theatre; "The Sap."

March 18-21—Queen's Theatre; "Seventh Heaven."
March 18-19—World Theatre; "The Tumbling River."
March 18-19—Star Theatre; "The Small Bachelor."

March 20-21—World Theatre; "A Society Scandal."
March 20-21—Star Theatre; "The Midnight Girl."
March 22—Musicals at Helena May Institute, 5.30 p.m.
March 22-24—World Theatre; "You Never Know Women."
March 22-24—Star Theatre; "Hold That Lion."

To-day—Extra race meeting of the Hong Kong Jockey Club, Race Course, Happy Valley.
March 18—Fauling Hunt meets at Wan Ha, 8.30 a.m.
March 19—Interport Billiard Match at Club Lusitano, 6 p.m.
March 20—Exhibition Billiard Match, Club Lusitano, 9.15 p.m.
March 20—Interport Billiard Match, Club Lusitano, 6 p.m.
March 20—R. H. K. Golf Club (Ladies' Section) bogey competition, New Course, Fanling.
March 21—Interport Billiard Match, Club Lusitano, 6 p.m. and 9 p.m.
March 21—Annual Billiard tournament of the Craigengower Cricket Club.

March 22—Interport Billiard Match, Club Lusitano, 6 p.m.
March 23—Interport Billiard Match, Club Lusitano, 6 p.m.
March 24—Annual University Athletic sports, 4 p.m.
March 21—Fauling Hunt Steeplechase (Easter Meeting).
Lammeris' Auctions.
March 19—At Yuen Mow Hong Godown, Praya, Kennedy Town, miscellaneous goods, 11 a.m.
March 21-22—At 13, Queen's-rd. Central, goods and chattels of Mrs. F. K. Cameron, 10 a.m.
March 23—At 12 Chatham-rd., Kowloon, valuable household furniture, 2.30 p.m.

Meetings.
March 20—Yearly meeting of the Hong Kong & Whampoa Dock Co., Ltd., 2, Queen's Bldgs., noon.
March 20—Annual meeting of members of the Victoria Recreation Club at V.R.C., 6 p.m.
March 21—Thirty-ninth annual meeting of Green Island Cement Co., Ltd., at St. George's Bldg., Chater Rd., noon.
March 26—Fifty-ninth general meeting of Shareholders of the H.K. Fire Insurance Co., Ltd., at Messrs. Jardine, Matheson's offices, noon.
March 28—Forty-third annual meeting of A. S. Watson & Co., Ltd., Hong Kong Hotel, 11 a.m.
April 14—General meeting of members of The Prince's Bldg. & Land & Co., Ltd. (in liquidation), 6, Des Voeux-road C.I., noon.

Miscellaneous.
March 18—Inaugural ceremony of the opening of the first section of the Macao-Shedai-road.
March 18—Catholic Press Day: morning service 9.30 a.m., evening service 4 p.m., followed by an "At Home" at the Mission House.
March 21—Dinner by Committee and Members of H.K. Chinese Chamber of Commerce, to Hon. Mr. D. G. M. Bernard, at Chinese Merchants Club, China-bldg.
March 30—Annual dinner of the Institution of Engineers and Shipbuilders, 8 p.m.

AS LADIES' DOCTOR.

ELECTRICAL MECHANICS' POSE.

Marburg, Feb. 26.
Local matrons have been thrown into consternation by the arrest of an attractive young doctor, who in three years had built up a very lucrative practice and won an enviable reputation for his accurate diagnoses and gynaecological skill becoming the most popular ladies' doctor in a wide area specialising in maternity cases.

It transpires that he was really an electrical mechanic: he might have pursued his medical practice indefinitely but for the folly of wanting to keep his hand in matters electrical, in consequence of which he accepted electrical jobs in remote districts, which led to the detection of the imposture.

He is alleged to have hypnotised his patients into forgetting, or only dimly remembering, the details of his treatment.

NOTICE.

GULA-KALUMPONG RUBBER ESTATES, LTD.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the above Company will be CLOSED from 19th March to 5th April, 1928, both days inclusive.

LOWE, BINGHAM & MATTHEWS,
Colonial Secretaries.
Hong Kong, 17th March, 1928.

SOME RECORDS WE RECOMMEND

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MY LAGAN LOVE ... " "
4630 {BREATHE NOT HIS NAME ... " "
MACUSHLA ... " "
4629 {THE BLACKBIRD ... D. Brazell, Baritone
WATCHING THE WHEAT ... " "
4628 {CHAIRING THE BARD SONG ... " "
BERWYN ... " "
4625 {ANNIE LAURIE ... Royal Mountain Ash Choir
REST, SAD HEART, REST ... " "
4623 {MARCH OF THE MEN OF
HARLECH ... " "
ALL THROUGH THE NIGHT ... " "

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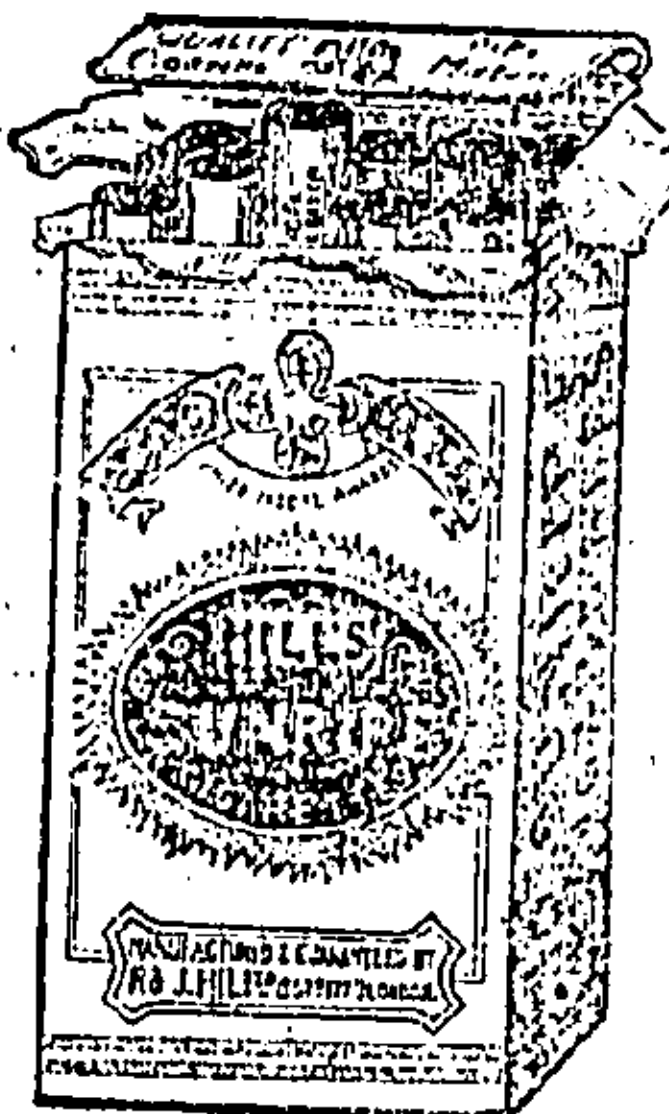
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WIDER STILL.

Network of Other Projected Railways.

There are other railways in Kwangtung province but these do not run to Canton.

Local movements to build railways before China became a Republic in 1911 were failures. And it was an Imperial Edict in May, 1911, ordering all trunk lines under construction or projected, to be taken over by the Government, claiming specially at the Canton-Hankow and another line that rallied the elements hostile to the Manchurian dynasty and culminated in the Revolution.

After the Revolution, many projects were launched but few carried out, mainly because of the disturbed conditions prevailing ever since.

Some of these projects, if ever carried out, will materially widen the scope of the present railways in Kwangtung and render still more necessary the Canton city loop line. Expense and other difficulties may be obstacles but even more costly lines have been built. As to the possibility of working at a profit, one has only to refer to published statistics. From these one will see that on the longer and completed system—in spite of war and interference—the ratio of expenditure to income is less than half and, in some cases, only about a third.

PROJECTED LINES.

Further Links in Network of Railways.

Some of the projects are:—
Kwangsi Railway (550 miles): from Canton up by the West River to Wuchow, Nanning, Lungchow and connect with the Tongkin (French Indo-China) system which at present extends into Yunnan province in south-west China. Preliminary survey from Wuchow to Kowtow was made in 1911.

Svatow-Shekung Railway (200 miles): from Swatow, on Kwangtung's east coast to Wailoy, Luf-

fung (new under the Reds), Waichow and Sheklung, to join the Canton-Kowloon Railway. The first two cities are on the East River; Sheklung is about 40 miles east of Canton, and Waichow 20 miles east of Sheklung. Funds were being raised at one time.

Shikwan-Amoy Railway (375 miles): right granted to a provincial syndicate to build from Shikwan, on the Canton-Hankow Railway, through Kwangtung and Fujian, to Amoy.

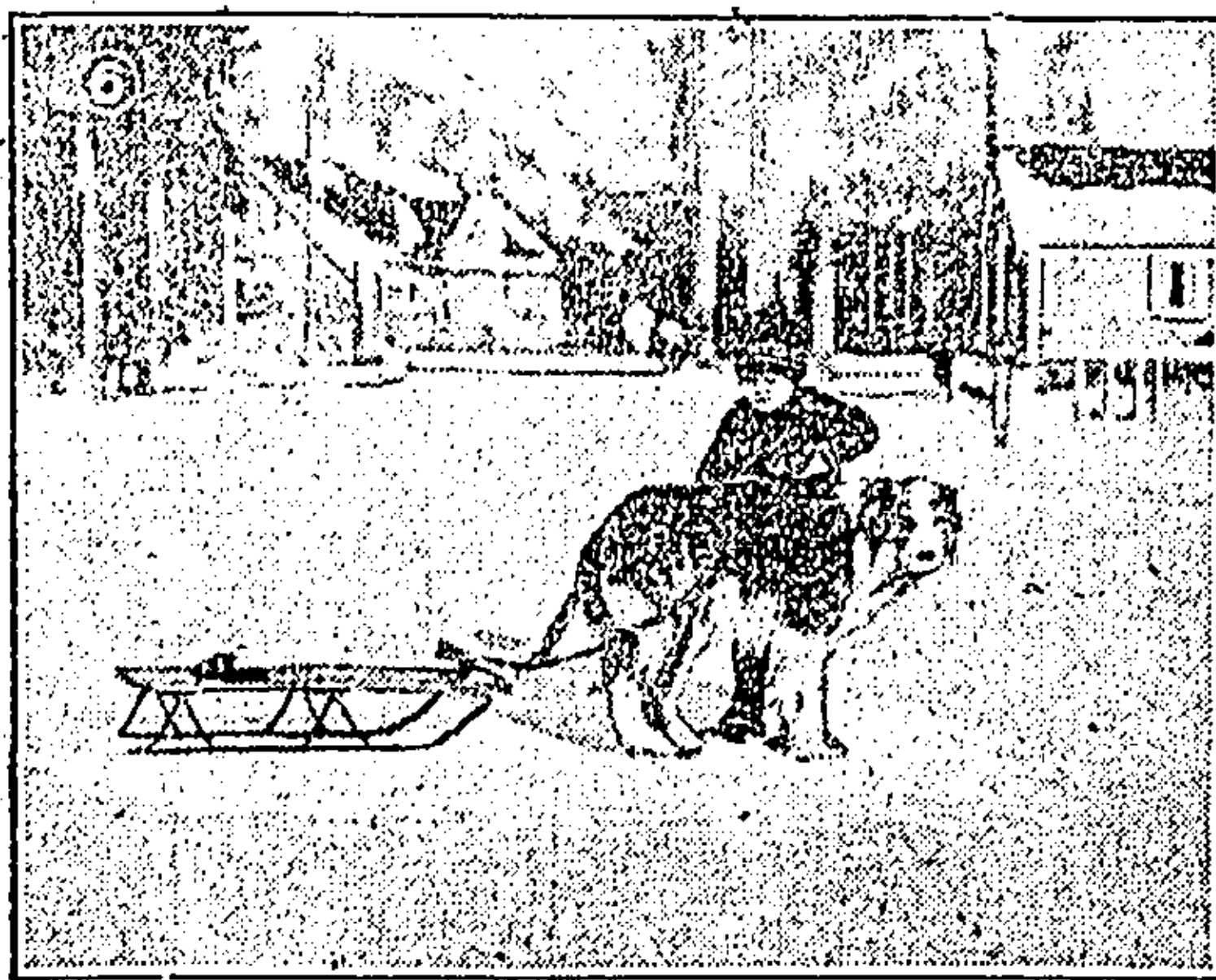
Nanking-Chuchow Railway (1,000 miles): concession granted to the British and Chinese Corporation in 1914 to run from Nanking (the present Nationalist capital, about 200 miles from the mouth of the Yangtze and ten hours or so from Shanghai), to Nanking, Hanchow, Nanchang (capital of Kwangsi province) and Nanchang (whence a branch of the Canton-Hankow runs to Chongchay. Chuchow is at present the southern terminal of the Canton-Hankow Railway, northern section).

Yamchow-Chungking Railway (1,000 miles): concession to Banque Industrielle de Chine to build from Yamchow (near Peking, south-west coast of Kwangtung), to Nanning (where it will connect with the projected Canton-Kwangsi Railway), Peking, Singi, Yunnanfu, Weining and Chungking, which is about 1,600 miles up the Yangtze and the farthest Treaty Port from the sea.

Siemens Carey Railway and Canal Co. (560 miles): from Hanchow (in south Hunan, on uncompleted part of Canton-Hankow Railway), to Yungchow (Hunan), Chuanchow, Kweilin, Linchow, Tsienkiang and Kwei-yuen (in Kwangsi), and to Yamchow (mentioned in scheme immediately preceding). Reconnaissance over a part of the route was made in 1917.

Kweilin-Chengchow Railway (180 miles): to run from Kweilin (old capital of Kwangsi) to Canton-Hankow Railway at Chengchow. British engineers made a survey in 1909. A Chinese company was formed but no funds raised.

It should also be noted that while very little was done during the World War on lines under construction, and the big schemes of 1913 and 1914 left in abeyance, progress was made on the northern section of the Canton-Hankow line and a quantity of material lying at Ichang for an American line was taken over by the British builders.



Banff Claims-Youngest Musher

Banff claims the youngest western musher. Miss Gertrude Stedie is the young lady's name. Morning ablutions and breakfast over, this ambitious three-year-old dons her outdoor togs and hies forth in quest of Jack, her faithful sled and companion. The latter is usually waiting around for his little mistress so she leads him to the sleigh where he stands patiently whilst she harnesses him. After making sure all is right, Miss Gertrude walks to the rear of the sleigh, then—"Mush Jack" and away they go.

Some time later, checks rosy from the run through the exhilarating air, the youthful musher returns home. "Where have you been?" asks mother. "Oh! Me and Jack mushed down to the depot to see the train come in," or, "Me and Jack mushed to the Cave and Basin," is generally the reply. She mushes, too, to the grocery, the butcher's and anywhere mother may need her to go. Gertrude and Jack are inseparable, morning and afternoon they are seen on the streets of Banff. Canada's youngest musher is being seen in action during the Banff Winter Carnival at present taking place.

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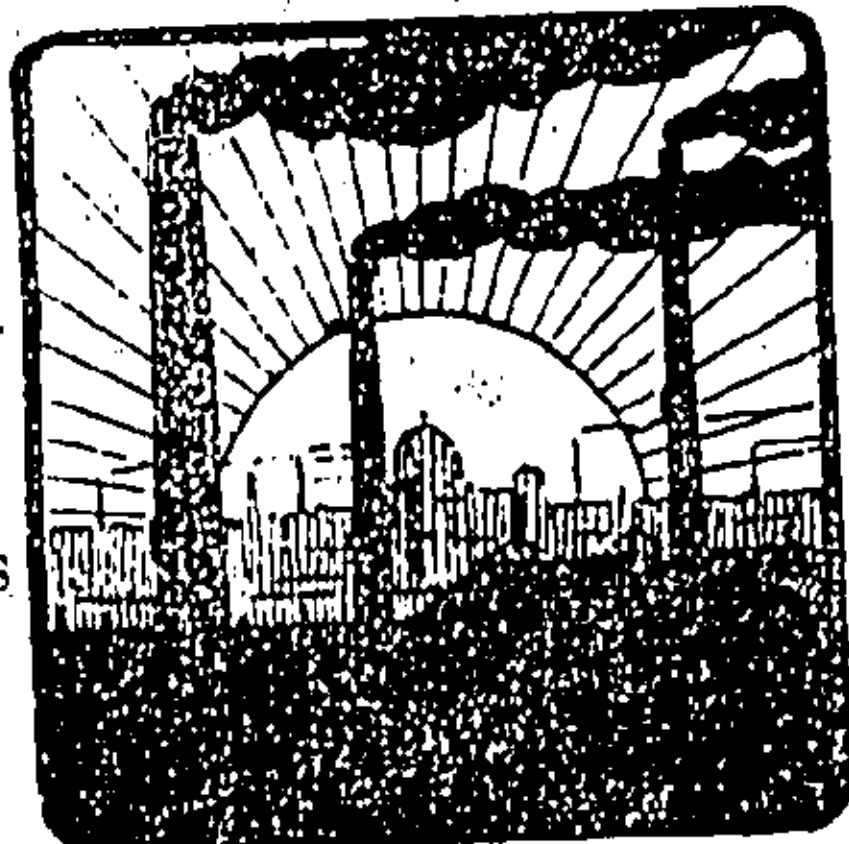
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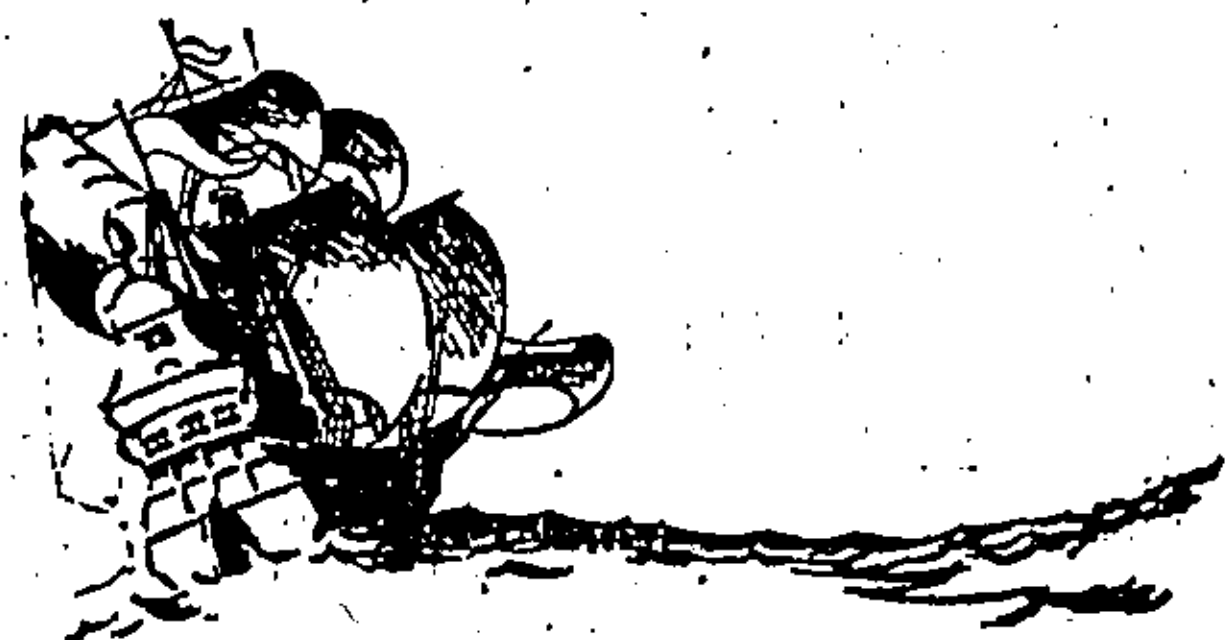
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the results obtained will convince you that a well
designed and a well printed folder is one of your
chief assets.

THE NEWSPAPER ENTERPRISE LTD.
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Sir Odo Russell has been appointed
the new British Ambassador at
The Hague.—Reuter.

Six Afghans, who are studying
police methods in London, will go
to Birmingham on a similar mis-
sion.

The Japanese Ambassador and
Baroness Matsui attended the first
of Mrs. Baldwin's at Homes on
Feb. 8 at 10, Downing-street.

Mrs. L. H. V. Booth, the wife of
Mr. Booth, Assistant Superintendent
of Police, sailed for Home
to-day on the P. & O. "Kashmir."

The 98th Field Battery R.A.,
from China, took up duty at
Secunderabad on Feb. 14. The
80th Field Battery, also from China,
has arrived at Secunderabad.

Sir J. and Lady Buchanan-Jardine
arrived in London from Castle Milk,
their place in Scotland, on Feb. 7.
Lady Jardine is the younger daugh-
ter of Lord Ernest Hamilton.

Miss Mildred Cable gave an
address on "Through Jade Gate and
Central Asia—A Journey of Har-
ship and Danger," at Christ Church,
Victoria-street, Westminster, on
Feb. 8.

It is announced, that as from
to-day the Telephone Co.'s ser-
vice between Hong Kong and
Kowloon will be restricted until
further notice. See advertisement
on page 11.

Mr. M. Manuk will conduct a
members' meeting of the Theoso-
phical Society at the Lodge, 7,
Duddell-street, to-morrow, to cele-
brate the fifth anniversary of the
foundation of the Lodge.

Three women have been given
the preference for promotion at the
Comedie Francaise by M. Herriot,
Minister of Public Instruction.—
Mlle. Marie Marquet, Mlle.
Madeleine Renaud, and Mlle. Marie
Bell.

Judge Oda, of Japan, and Judge
Wang, of China, as members, at-
tended the Permanent Court of
International Justice, which met
at The Hague on Feb. 6 for its
XIIIth session. The meeting was
private.

The engines of a steamer cross-
ing Lake Constance with tourists
broke down in a gale and after the
tow-ropes had once broken she was
towed to the German side by a
Swiss tug with the passengers in a
state of panic.

M. Valdemarus, the Lithuanian
Premier, despite the recent nego-
tiations at Geneva, declares that
Lithuania will receive the Polish
diplomatic representative only at
Vilna, which Lithuania still claims
as her capital.

Washington, March 16.—The
Smithsonian Institution to-day ac-
cording to the Wright brothers the
credit of making the first successful
flight in a power-propelled heavier
than air machine carrying a man.—
Reuter's American Service.

The marriage will shortly take
place between Major Richard Brough-
ton Denny, Somerset L.I. (Retd.),
late Asst. Military Attache,
Peking, and Miss Sybil Nina Evans-
Freke, daughter of the late F. N.
Evans-Freke, barrister-at-law, and
of Mrs. Saunders, of 80, Philbeach-
garden, S.W.

Forthcoming weddings announced
include that of Mr. H. J. de Garcia,
assistant Chinese Maritime Cus-
toms, residing at Macao, to Miss
L. B. de Rocha, "Fairview," 3,
Robinson-road, Hong Kong; also of
Mr. F. L. Evans, 275, Latchford-
road, Kowloon, to Miss Chan Mei-
young, of the same address.

At the St. Andrew's Church
Hall, Kowloon, a very pleasant time
was spent last evening by a large
gathering under the auspices of
Mr. P. Sands, M.A., of the
Y.M.C.A. Songs, games and music
were contributed by artists, fol-
lowed by a little sketch by Mr. Sands,
assisted by Miss Tolan and Messrs.
Dormer and Tate.

Wounded during the pitched
battle between the Police and a gang
of robbers on Dec. 7, the Chinese
detective Lui Tung, has recovered
after having been in a very critical
condition as the result of his
wounds. One of the robbers paid
the supreme penalty this week and
the detective was discharged from
Hospital yesterday.

Those going on Home leave
to-day by the "Kashmir" in-
clude Sub-Inspector E. A. Vincent
(the photographic and finger-print
expert of the Police Force) and
family; Traffic Sergeant F. J. Clarke
(of No. 7 Police Station); and Mrs.
K. W. Andrew (wife of Det. Sub-
Inspector Andrew, who holds the
King's Police Medal and is now in
charge of the District Watchmen
at the District Station).

To-morrow is the fourth Sunday
in Lent.

Germany's oldest inhabitant,
Johanna Prigge, a farmer's widow
aged 107, has died at Emben.

The Rev. Father George Byrne is
delivering a sermon on "Divorce"
at the 9 a.m. service at St. Joseph's
Church to-morrow.

The Rev. N. Evans is preaching
on "Christ, the Source of Porgive-
ness," at St. Peter's Church to-
morrow, after the 11 a.m. service.



Mrs. Bertha K. Landis, Mayor of
Seattle, Washington, said to be the
only woman mayor of an American
city, whose term expires this June,
expects to run for that position
again. It is rumored, Mrs. Landis
ran on the non-partisan ticket.

Holy Communion will be cele-
brated in St. John's Cathedral at
8 a.m. and 12 noon to-morrow; a
children's service will be held at
10.15 a.m.; and the Dean will
preach at the 11 a.m. service. The
Rev. H. V. Koop will preach at
evening, 6 p.m.

Mrs. Francis Ayscough, D.Litt.,
has given a series of three lectures
at the Lyceum Club in aid of the
appeal for endowment of Lady
Margaret Hall, Oxford. The
subject she chose was "China and
her International Relations." Mr.
Ayscough aims to place facts with
light, and she presented her subject
in three phases—Initial Impact,
Difficult Development and Radical
Revelation—illustrated by painted
lantern slides. Sir James Stewart
Lockhart, K.C.M.G., LL.D., the
former Commissioner of Weihaiwei,
presided.



Master Sergeant Harry A. Chap-
man, 15th Airship Company stationed
at Langley Field, Va., who has
been awarded the Cheney award,
the first man in the service to re-
ceive this award. Chapman was
one of the crew of the Roma when
that ship crashed and caught fire
in 1922. He and four others were
trapped in the ship, cut off from
escaping by fire. He cut a hole in
the side of the ship, helped his
other companions out and then
escaped himself. The award is a
memorial to First Lieut. William
H. Cheney killed in an air crash at
Foggia, Italy, in 1918.

It is understood that Powell's
Building has been bought by the
Hong Kong Land Investment Com-
pany, the purchase price mentioned
being in the neighbourhood of
\$560,000. The transfer of the
building to the Land Investment
will be finally completed in a for-
night's time. It is learned that
Messrs. Powell will remain in occu-
pation for some time at least.
Several offices, other than Messrs.
Powell's are situated on the upper
floors of the building which many
years ago was owned by Messrs.
Watson and Co., Ltd. and used as
a soda-water factory. It later came
into the possession of the Hong
Kong Land Investment Co., who
sold it in 1922 to the Hong Kong
Hotel Co. from whom it was subse-
quently purchased by Messrs. Wm.
Powell Ltd.

Frederick Noel Hamilton Wills
left £5,053,000 on which the estate
duty payable is £2,000,000.—Reuter.

Four hundred and seventy-one
stray dogs were found by the
Surrey police during the past
quarter.

Mr. Koki Hirota, the Japanese
Minister at The Hague, attended
a memorial service at the English
Church for Earl Haig on Feb. 3.

Buenos Aires.—Dr. Malbran,
ambassador to Chile, has been ap-
pointed Ambassador to the United
States in succession to Pueyrredon.
—Reuter.

A daughter of Col. Stoleschcu
was found lying wounded near her
home in Bucarest, and stated she
had been stabbed in the back with a
dagger by a woman.

The late Mr. William McNiven
Munt, C.B.E., M.B., C.M., of
Hamilton Park-terrace, Glasgow,
late Senior Medical Officer, Wei-
hai-wei, North China, left £14,023.

A house in a Berlin suburb was
blown up and its owner, Dr. Willi
Stammer, and a servant were killed.
Two bombs, said to be aeroplane
bombs, were found among the
debris.

The "Gazette" notifies that as
from yesterday the price of the
(Government) prepared opium
known as Kamshan opium shall be
\$60 for three taels (an increase of
\$5 per tin).

M. Champion, of the St. Germain
Museum, in a report to the French
Department of Public Instruction
on the Glosel finds, says they bear
no evidence of authenticity and
that he does not believe any of them
are more than five years old.

Mr. H. C. Dowling and Mr. W. J.
Gallagher have been elected by
Members of Council of the Rubber
Growers' Association to fill the
vacancies caused by the death of
Mr. J. M. Allison and the resigna-
tion of Mr. H. K. Rutherford.

Washington, March 16.—Senator
Dorah announced that there was an
endeavour to raise a Republican
Party fund with which to repay the
\$160,000 contributed by Harry
Sinclair to the party funds in 1925.
—Reuter's American Service.

At the Roman Catholic Cathedral
to-morrow, Catholic Press Day
will be observed. High Mass com-
mences at 8.30 a.m. followed by a
Sermon and Benediction at 4 p.m.
The "At Home" of the Catholic
Mission will be after the Sermon
and Benediction.

After being prevented three times
from throwing herself out of the
Bordeaux express, a French-
woman, aged 44, finally tore herself
away from the grasp of Maitre
Pouch, a lawyer, who was travelling
in the same compartment, and,
jumping on to the line, was killed.

H. E. the Governor has given his
assent, in the name and on behalf
of H.M. the King, to Ordinance
No. 1 of 1928 (to amend the
Naturalisation Ordinance, 1902, and
provide for the revocation of
naturalisation rights in certain
cases), passed by the Legislative
Council.

The Salamanca correspondent of
the newspaper "El Debate" reported
that the Spanish Consul in Portugal
is engaged upon plans for the con-
struction of an international bridge
at Vegaterron and that those plans
will be strenuously pressed forward
with a view to the laying of a
foundation-stone at an early date.

The 1st Battalion "The Green
Howards" (Yorkshire Regiment),
under the command of Colonel H.
W. McCall, and numbering 17
officers and 597 other ranks, arrived
at Southampton on Feb. 14 in the
transport "Dorsetshire," from
Shanghai. General Sir Edward
Bulfin, Colonel-in-Chief of the
Regiment, was present to welcome
the battalion home.

The remaining portion of Kow-
loon Island Lot No. 629 with Nos.
513 to 521 (odd numbers) Nathan-
road, was sold to the Kwan Hong
at Messrs. Lammett Bros. Sale
Rooms yesterday for \$85,200. Section
C and the remaining portion
of Island Lot No. 424 with Nos. 1
to 23 (odd numbers) First-street,
Victoria, was sold to Mr. Leung
Ching for \$170,400.

Pakkai, March 15.—Quarrel over
a girl is believed to have been the
motive for an alleged murder by
a sub-inspector of police of No.
2 station, Kongmoon city, of a
Lieutenant in the local defence
corps. They both alighted on
arrival of the mid-day train and
shots rang out. The wounded
Lieutenant was removed to military
headquarters where he died. The
other man was arrested on the
spot.

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HONG KONG.

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**A WEEK'S PAPERS
IN ONE**

"OVERLAND CHINA MAIL"

**CHINA NEWS, LOCAL NEWS
AND ALL THE NEWS
SEND IT HOME!**

Everything of importance in connection with the visit of
H. E. the Governor to Canton has been reproduced in full in
this week's "Overland China Mail." The best of the matter
in our special correspondent's cables, despatches, the comment
and news from other sources, will all be found.

Need we emphasise the epoch-making significance of the
exchange of official calls? Canton banknotes have jumped
from less than 30 to nearly 70 per cent. of face value. Canton
Government securities have firmed up from under 20 to over
40 per cent. The confidence shown thus is certainly a good
sign. It is up to British people in this Colony to do their duty
by telling all their friends and business connections about it all.

How can you do it better than by sending the "Overland
China Mail" which not only contains detailed and accurate
reports but also all the local news and China intelligence of the
week.

WHEN YOU GO ON LEAVE.

Hong Kong's spring exodus has begun. Are you going
Home on leave this year? If you are, you will be surprised
by the number of persons who will ask you about China and
Hong Kong. You will be astonished at the number and type
of silly questions put to you in all good faith. And you will
have to admit reluctantly (if only to yourself) that you are
not quite certain. Will you be believed, though? Keep in
touch with Hong Kong and China by having the "Overland
China Mail" sent to you for a stipulated period.

By spending a little time while you are on holiday, you
can keep yourself well informed if you have the "Overland."
The articles which you will seek are written to help non-
Chinese to understand. In any case, you will not regret, from
your own point of view, being posted with the main develop-
ments (reported in brief) while you are away.

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"THE OVERLAND CHINA MAIL."

Sport Columns

HAGEN AGAIN.

THE BRITISH OPEN GOLF TITLE.

ALSO £500 CHALLENGE.

London, Yesterday. It is privately learned in London that W. Hagen, one of the leading American professional golfers, is coming to England in



Hagen.

April to compete in the British open golf championship at Sandwich on May 7.

Hagen has also accepted the challenge of A. Compston, one of the British "pros," for a match for £500 a-side, for the "world's championship."—Reuter.

[Note: Hagen was British open champion in 1922 and 1924.]

SERVICE HOCKEY.

4TH SUBMARINE FLOTILLA THE WINNERS.

The 4th Submarine Flotilla defeated H.M.S. "Tamar" by two goals to nil at King's Park yesterday in the final of the United Services Hockey Challenge Shield. Teams:—

4th Submarines Flotilla:—Lt. Pinchin; Lt. G. Duff, Surg. Lt.-Com. North; Lt. Debenham; Lt. Davies; Lt. Collins; Lt.-Com. Claridge; Lt. Phillips; Lt. Sladen; Lt.-Com. Macnair; Lt. Lonsdale.

H.M.S. "Tamar":—A/B Hopkins; Lt.-Com. Brown, C.R.R.A. Ronayne; Lt.-Com. Pearce, Lt. Waters, Surg. Lt. Finlayson; Lt. Ashby, Lt. Phillips, Lt. Baker, Lt. Atkinson, Lt. Manders.

Lt. Sladen opened the scoring in the second half and Lt.-Com. Claridge put on the second goal towards the end.

In the earlier rounds the finalists defeated:—4th Submarine Flotilla:—1st Batt. Queen's Regt. 1-0; 2nd Batt. K.O.S.B. 4-0; H.M.S. "Argus" 1-0.

H.M.S. "Tamar":—H.K.S.B. R.A. 2-0; H.M.'s Destroyers 3-2; R.A.F. (Kai Tak) 2-1.

TO-DAY'S RACES.

LUSITANO CLUB CASH SWEEPS.

The draw of the Lusitano Club's dollar sweep on the "First Aggregate stakes" to-day resulted as follows:—

Winsome Stag	Ticket No.
Boxing Eve	27558
New Year's Eve	25792
Bengal	19549
Little Sit Tang	27249
Chow Tze Lon	5322
Chenal	16873
Comrade	9353
Duke of Verona	13492
Warlordship	21470
San Diego	7535
San Francisco	18896
1st prize \$12,970, 2nd prize \$3,705, 3rd prize \$1,850, other ponies entered \$255 each.	23578

The \$10 sweep draw on the "Kelt Handicap 'A' Class" resulted:—

Bengal	Ticket No.
Boxing Eve	3669
San Diego	1830
New Year's Eve	1449
Comrade	1832
Chenal	1968
Coos Bay	3193
Duke of Verona	2947
Blackstone Hall	3125
Mongolian Stag	1264
Little Sit Tang	2919
U N II	2871
Warrington	3177
Warlordship	3207
Ukelele	2936
King of the Plains	2933
1st prize \$2,725, 2nd prize \$775, 3rd prize \$385, other ponies entered \$33 each.	1232

The Fanling Hunt meets at Wan Ha at 8.30 a.m. to-morrow.

J. Newman, the Hampshire professional, has been re-engaged as professional cricket coach to Canterbury (New Zealand) for next season.

NOT ACCEPTED.

NEW ZEALAND'S RUGGER INVITATION.

HOME BOARD'S DECISION.

London, Yesterday. The Rugby Football Board has decided to decline an invitation from New Zealand to send a team there owing to inability to secure a team fully representing the four Home countries.—British Wireless Service.

THE WARATAHS.

REVIEW OF SUCCESSFUL TOUR.

NOT A GREAT SIDE.

The tour of the New South Wales footballers is over, and it may be pronounced a distinct success. Wherever these young men have gone their reputation for good, early established, has preceded them. Needless to say, then, they have received a hearty welcome in England, Wales, Scotland, and Ireland, and, as I understand, in France as well.

No ugly incidents have disturbed the harmony of their tour, and certainly they themselves have given no cause for any. Administratively they have been well managed, and good management is not an unimportant factor of any tour. They have not broken any records, and I never anticipated they would do so. It would be idle of me to suggest that they ought not to be compared with other Dominion sides which have visited this country in the past. Comparisons may be odious, but I for one, they are unavoidable. The unwritten, even if you could suppress the written, comparison cannot be suppressed. You cannot stop men saying what they think and feel.

Prior to the arrival in this country of the 1905 New Zealanders I ventured to prophesy for them a sweep-the-board tour, but I was not then prophesying on "second-hand evidence." I had seen the majority of those players perform overseas before I spoke. I was even more confident of the success of the New Zealanders who came here nineteen years later, and I expressed that confidence in "The Daily Telegraph" after they had played one match. I was not similarly optimistic on the subject of these New South Wales men when they started their campaign in this country. That they would win the huge majority of their matches we all of us felt pretty certain; all teams which have hailed from Australia, South Africa, and New Zealand have done that. I certainly think that had they been favoured with better weather these latest tourists would have done even better still. It takes more than a few weeks to learn to play effectively in the mud, and our latest tourists are some 60 or 70 per cent. better on firm turf, playing with a dry ball, than they are in the wet.

Value of Lawton. What, then, it may be asked, were their main assets? The answer to that question may be given in various ways. They owed a very great deal, indeed, to pace and physical advantages, "and to the fact that they kept themselves physically fit. They believed much in frontal attack, strong, fierce frontal attack, and Rugby football was never intended to be played in kid gloves. Their backs owed much during many weeks to the engineering of Tommy Lawton, a stand-off half-back, who, when he performed in this country as an Oxford undergraduate, was not perhaps appreciated at his full value. However, the fact remains that when the unwritten edict "mark Lawton" went forth to the various opponents of these tourists their attack behind the scrum-mage lacked something of its sting. Possibly their great weakness lay in the fact that the chief actors lacked capable understudies. All touring Rugby parties are constructed on the principle of having twice fifteen men in the party that tours. For long experience has taught us that a little rest now and again is essential to prevent the best of players getting stale. In this touring party some nineteen or twenty players were absolutely first class. That could not be said of the lesser members of the side. Consequently the management frequently, I had almost said "nearly always," were confronted with the necessity of putting their best fifteen into the field.

Fairly early in their tour, on Oct. 27 to be accurate, they made the experiment of resting their best players. Oxford University were their opponents on that occasion, and at that time the senior University had not succeeded in winning a single match. So nearly all the tourists "swells" were

given a rest, and disastrous was the result of that kindly policy. Lawton was one of the absentees on that occasion, and without him the backs were as sheep without a shepherd. True, the weather then was not favourable to back play. Fitter rain fell all the match. Still, the fact remains that when the tourist backs did get the ball they did not seem to know what to do with it. The Oxford forwards used their feet well, and in the end the University won by a try, a snap try, to nothing.

The Pontypool Reverse. There is no doubt that this unexpected defeat ranked as "what someone once called "a milestone put the wrong way on" in their journey. Until then their career had been prosperous, though not unchallenged. They had often had to fight to win. At the same time, they could not fail to know that they carried the guns. The reverse suffered at Oxford made them realise that they could not afford to let the big men of the side "take easies." The defeat suffered at Pontypool came in a different category. In that special case their forwards were beaten on their merits, or, if you choose to put it so, on their demerits. That result incidentally caused less surprise in Wales than in England. In England the name of the Pontypool Club did not rank very high. Only a few of the English clubs had fixtures with it, while in London it was practically unknown. They knew better in Wales, and long before this match had been played Welshmen, whose opinion I value, had said to me: "If any of our clubs are to beat them it is likely as not to be Pontypool." Subsequently, as we know, they were defeated by Scotland and England, and they lost a match in the South of France.

As touring teams go, therefore, we cannot say that their record is a great one. All touring sides most invariably have the inestimable advantage which, barring great lack of intelligence, must be the result of combined practice. And combination, we know, at Rugby football becomes each year more important. If these New South Wales players did not improve as visibly as they advanced as some other overseas touring sides which have visited this country, it is, in my opinion, because their leading men could not get sufficient physical rest. Casualties by reason of illness or accident are inevitable, and it is therefore puerile where a touring side is concerned to make excuses for lack of success on these grounds. The obvious retort is: "We took it for granted that you brought a sufficiency of really good players to meet this obvious contingency." The fact remains that oftener than not these players from New South Wales were fighting hard for victory. They did not do the kind of swamping that the 1905 and 1924 New Zealanders did.

Wrong Lessons Taught. At the risk of being hypercritical, I will venture the opinion that contact with our teams caused them to learn the wrong kind of lesson from us. At first their backs were not at all inclined to kick in attack, or, at any rate, not to do so except with a view to attaining some definite and specific object. Later these men were inclined to kick in attack merely to gain ground. Nor were their half-backs and centre three-quarter backs as judicious in the use of the wing player as were the 1924 New Zealanders. The New Zealand policy was to concentrate the defence on their centre, and only to use the wing man when he had a really good chance of striking. There was over much passing for passing's sake in the attack of the New South Wales three-quarter line.

The tourists had an extremely reliable full-back in A. W. Ross. He was not quite a George Nepia, but then George Nepia was the best full-back I ever saw. But his consistent reliability was little short of amazing. "As good as Nepia," somebody said, "bar the conjuring tricks." Lawton I have already mentioned. A. C. Wallace, the captain of the side, was a great value to it. Circumstances sometimes compelled him to play in the centre of the three-quarter line, though he was at his best on its wing. Meagher and Malcolm were both good scrum-half-backs, and John Ford may possibly rank as the best forward of the day. The tactics employed by J. E. Breckenridge, the wing forward, caused much comment and a good deal of adverse criticism. The form of the adverse criticism usually took rather surprised me. Breckenridge was spoken of in the light of an unpleasant phenomenon. I am, unfortunately, old enough to remember a great many wing forwards. Practically all of them have been accused of intentional unfair play, and the majority of them have been produced in this country.

I do not like the wing forward, and I have no sympathy for him. Even if I were the bravest man alive I would stoutly decline to risk my life to go to the aid of the man who had fallen in deep water because he had insisted on skating on thin ice. The wing-forward insists on skating on thin ice, and I am never sorry when he gets his deserts from the referee. Nor am I sorry for the management of the side which includes the man in it. The penalty goal is a definitely prearranged part of the game. I am content to leave the wing-forward to the referee, but I am prepared to say that no wing-forward, Breckenridge or anyone else, deliberately plays with malice intent. I have often seen Breckenridge get off-side, and I have seen him get in the way of an opponent. But surely the one evil follows almost of necessity from the other.

I can only think of one famous wing-forward who was practically never guilty of obstruction. I refer to the famous "Cherry" Pillman. Your winger is ever a two-edged sword. I do not know that we have taught these players from New South Wales much, nor that they have taught us much that we did not know before. They have proved themselves jolly good players and jolly good fellows; so we wish them "bon voyage" and we bid them come again.—Daily Telegraph.

THE BOAT RACE.

London, Yesterday. Cambridge greatly pleased the critics in a full course trial for the annual "Varsity boat race" from Mortlake to Putney this morning, against a light breeze for the greater part of the journey, and with very little tide to assist them, in the time of 20 min. 51 secs.—Reuter.

A "Club v. Ladies" sailing match has been arranged by the Royal Hong Kong Yacht Club for to-morrow.

LAWN TENNIS.

ANNUAL TOURNAMENT AT H.K.C.C.

YESTERDAY'S RESULT.

Yesterday's results in the Hong Kong Cricket Club annual lawn tennis tournament were as follows:—

Open Singles: T. Akiyama beat Luk Ding-cheung 7-5, 6-4, 6-3; Major W. B. Stevenson beat Major C. Willson 6-1, 6-1, 6-3. Open Doubles: J. A. Cassumbhai and I. M. A. Razack beat T. Ema and N. Inagaki 7-5, 6-3, 6-3. Club Championship Singles: G. C. Groves beat H. Owen Hughes 6-2, 2-6, 6-4; J. G. Lawrie beat G. F. H. Bichard 6-0, 6-1. Handicap Singles "B": H. V. Parker (rec. 15) beat J. M. Norrie (rec. 16) 6-4, 6-2.

Monday's Matches. Open Singles:—A. D. Humphreys v. Rev. F. P. W. Alexander. Open Doubles:—G. C. Groves and A. H. Crook v. S. A. Rumsdell and H. D. Rumsdell; S. E. Green and D. S. Green v. S. Fukuishima and T. Fujimori; Ho Wai-hing and Chan So v. G. F. H. Bichard and Lt. Waters. Club Championship Singles:—H. R. Remington v. R. M. Henderson; G. Miskin v. G. W. Sewell. Handicap Doubles:—Lt. Col. F. J. Wyatt and Lt. A. J. G. Tate v. J. M. Norrie and A. Reid; M. D. Scott and R. P. Moodie v. Dr. C. H. Burton and G. Rankin. Mixed Doubles:—Mr. and Mrs. G. R. Sayer v. Mr. and Mrs. R. K. Valentine.

ANNUAL MEETING.

The annual meeting of the Hong Kong Lawn Tennis Association has been fixed for Monday, March 26, at the Hong Kong Cricket Club pavilion, at 6 p.m. Mr. D. S. Green, hon. secretary and treasurer, will present the report and accounts for the past year.

MID-WEEK CRICKET.

Royal Navy defeated Royal Artillery in a cricket match at Kowloon on Thursday. Scores:—

R.A. 110 runs (Mr. Gnr. Fogden 39, E.S.M. Bennett 29, Gnr. Bacon 14; Thompson 3 wks. for 35 runs, Hill 2 for 22, Barclay 5 for 13). R.N. 147 runs for 8 wks. (Shaw 43, Davies 17, Abelson 21, Hill 22, Sparrow 16; Lt. Musson 2 for 29, Bennett 1 for 32, Lt. Wright 3 for 51, Lt. Miller 2 for 17).

H.K.C.C. TEAMS.

Hong Kong Cricket Club teams for "friendly matches commencing at 2 p.m. to-day are as follows:—1st XI v. R.G.A. (home):—A. W. Hayward, H. V. Parker, H. O. Hughes, F. M. Spence, G. F. H. Bichard, C. D. Wales, A. Reid, T. E. Hammond, M. M. Maas, O. Moor, Rev. E. K. Quick.

2nd XI v. Club de Recreio (away):—S. J. Jordain, L. A. R. Duncan, E. R. West, C. Rankin, J. E. Hancock, J. R. Collis, F. L. Thomson, G. D. Mead, W. Brackenridge and two others.

Club de Recreio's cricket team to meet the H.K.C.C. 2nd XI in a friendly match at King's Park to-day will be:—H. A. Alves, H. M. Xavier, M. F. Pina, L. J. Gutierrez, C. M. Sousa, H. A. Barros, C. A. Basto, A. P. Gutierrez, D. P. Lopes, D. P. Xavier, F. H. Carvalho.

MORE SHIELD SOCCER.

KOWLOON JUST MANAGED TO SNEAK INTO THE SHIELD FINAL BY BEATING THE CLUB BY THE ODD SIX GOALS.

KOWLOONS ELEVEN HAD REPRESENTATIVES FROM BOTH THE NAVY & THE ARMY AND EVERY GOAL KOWLOON SCORED BROUGHT FORTH BOTH

AS TIME WAS GETTING ON AND KOWLOON HAD ONLY SCORED THREE THEY CALLED IN NORTHY HERE WITH



Kowloon's Six Against H.K.F.C.

THE PERFECT DRINK, WHICH QUENCHES THE THIRST AFTER OUTDOOR SPORT

ELBSCHLOSS BEER

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CRICKET ROMANCE.

E. W. DAWSON ENGAGED.

The engagement is announced from South Africa, where he is now playing with the England cricket team, of E. W. Dawson, the Leicestershire cricket captain and last year's captain of the Cambridge XI, to Miss Peggy Barlow, of Durban.

The couple met for the first time at a cricket match in Durban a few weeks ago. It is understood Dawson will not return to England with the M.C.C. team, but will remain another fortnight in South Africa.

Among English sportsmen and sportswomen whose visits to South Africa in recent years have led to romances have been Cyril Tolley the golfer, who is to marry a sister of B. G. Rudd, the athlete; Miss Kitty McKane, the lawn tennis player, now Mrs. L. A. Godfree and Miss Joan Fry, another lawn tennis player, who became engaged to Mr. B. E. Pagden of Port Elizabeth, while touring with the British women's team.

SACRED HEART v. NAVY.

The Sacred Heart College "Past and present" pupils will play a Royal Navy XI at soccer on the H.K.F.C. to-morrow at 3 p.m. The following are the teams:—Sacred Heart:—Fau Ka-ping; Li Tin-sang, Wong Shiu-woo; Leung Wing-chiu, Leung Wing-tak, K. Y. Yung; Lai Tin-choi, Ip Pak-wa, Fung King-cheung, Suen Kam-shun, Lau Mau.

Royal Navy:—Tomkins ("Tern"), Willis ("Cumberland"), Baker ("Titania"), captain; Archer ("Tamar"), Shuner ("Cumberland"), Newton ("Stirling"); Jones ("Peter"), Kernick ("Titania"), Northey ("Ambrose"), Leonard ("Carlisle"), Cobb ("Cumberland").

BILLARDS MATCH.

Winning four matches out of six, the Warders defeated Royal Engineers by 80 points in a billiards match on Thursday. Scores (with names mentioned in order of playing) were as follows:—Warders:—Noonan 140, Gooding 160, Johnston 150, Selby 74, Randall 150, Pile 150—Total 814 points.

R.E.:—Osborne 160, Roberts 84, Guinom 105, Royal 150, Peachy 108, Maynard 137—Total 734 points.

The first match (L. A. Osmund v. J. Medina) in the Portuguese inter-port billiards match is to be played at the Club Lusitano at 6 p.m. on Monday.

Arrangements have been made to commence the annual billiard tournament of the Craigengower Cricket Club on March 21. Handicaps will be arranged after the entries close to-morrow.

H. Wait, the Walsall goalkeeper, made his 150th consecutive appearance in League games when he played against Gillingham.

Guy: "You misjudge me, dearie. Lying is not one of my failings."

Girl: "It certainly isn't. It's one of your pronounced successes."

MONEY & SHARES.

TO-DAY QUOTATIONS.

On London:—Bank wire 2/- 1/2 Bank on demand 2/- 3/10 Bank 30 days' sight 2/- 3/10 Bank 4 months' sight 2/- 3/10 Credit 4 months' sight 2/13/4 Documentary 4 months' sight 2/13/4

On Paris:—On demand 1245 Credits 4 months' sight 1820 On Berlin:—On demand On New York:—On demand 40 1/2 Credits 30 days' sight 50 1/2

On Bombay:—Wire 134 1/2 On demand 134 1/2 On Calcutta:—Wire 134 1/2 On demand 134 1/2

On Singapore:—On demand 87 On Manila:—On demand 98 1/2 On Shanghai:—On demand 78 1/2 30 days' sight (private paper) On Yokohama:—On demand 104 1/2 Gold Leaf, 100 fine (per tael) Sovereigns (Bank's buying rate) 9.60 Silver (per oz.) 26 7/16

Bar Silver in Hong Kong 3% prem. Chinese Copper Cash nom. Chinese Copper Cents 6% prem Rate of Native In-terest 7% p.a. Chinese Sub. Coin 30 1/2% dis. Hong Kong Sub. Coin Par.

LONDON EXCHANGES.

London, Yesterday.	
Paris	124
New York	4.87 15/16
Brussels	35.01
Geneva	25.34
Amsterdam	12.125
Milan	92.40
Berlin	20.41
Stockholm	18.18
Copenhagen	18.21
Oslo	18.32
Vienna	34.645
Prague	164 1/2
Halsingborg	133 1/2
Madrid	28.945
Lisbon	2
Athens	368 1/2
Bucharest	789 1/2
Rio	5 59/64
Buenos Aires	47 29/32
Bombay	1/5 31/32
Shanghai	2/6 3/4
Hong Kong	2/0 3/4
Yokohama	1/11 3/32
Silver Spot	26 7/16
Silver Forward	26 1/2

STANDARD TIME.

SUNRISE AND SUNSET IN HONG KONG.

Sunrise and Sunset in Hong Kong during March, according to the standard time of the 120th meridian east of Greenwich, is as follows:—		
Date.	Sunrise.	Sunset.
March 17	6.31	6.38
18	6.30	6.38
19	6.29	6.34
20	6.27	6.34
21	6.27	6.35
22	6.26	6.36
23	6.25	6.36
24	6.24	6.36
25	6.23	6.36
26	6.22	6.37
27	6.21	6.37
28	6.20	6.37
29	6.19	6.37
30	6.18	6.37
31	6.17	6.37

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For Ladies \$9.00 up
For Children \$5.75 up

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LEARN TO WALK.

HELPING THE POOR OLD
MOTORIST.

USEFUL HINTS.

The pedestrian is given some really useful safety-first hints by the London and Counties Traffic Advisory Committee.

There are plenty of complaints about the reckless motorist, and now and then mild rebukes of the careless pedestrian, but as it is generally understood the latter has "right of way" the pedestrian is rarely called to order. Colonel Mervyn O'Gorman, C.B., D.Sc., who has tackled the question of "Road Traffic Problems of the Pedestrian," gives the following "walkers' code of the road."

"(a) Walkers should divide into two streams on the footways by keeping as far as possible to the left of the pavement space when there is a pavement.

"(Keeping to the left is seriously preferable to keeping to the right, because this arrangement makes the walker face the oncoming vehicles on his side, and the advantage of this is that if he is crowded off into the road he steps off seeing the vehicle, and not with his back turned towards it).

"(b) Walkers should, when there is no footway, prefer the right-hand side of the road—for the same reason—facing the traffic.

"(c) Walkers should facilitate others' progress—notably remember to allow themselves to be overtaken or passed—especially when walking in pairs, or trios.

"(d) Shop-gazers should move near to the shop—giving priority to those who are passing. It would be good if they and those who wait for buses would repeat the words: 'They should also swerve who only stand and wait.'

Colonel O'Gorman concludes with the following general contentions and aspirations:

1. Pedestrians are very vulnerable and defenceless traffic units, conspicuously hampered in their progress.

2. Observation of traffic units of all sorts has disclosed canons of individual behaviour which favour traffic flow.

3. The canons of traffic behaviour are based upon the consideration, voluntary or enforced, of each traffic unit for the other traffic unit's progress.

4. Expression is given to this consideration by the double dictum, "show your intended direction and study the other fellow's."

5. To keep to your "proper side" is to show your intended direction and incidentally to respect the other fellow's, whether he would overtake—or would pass you.

6. Pedestrians ignore the canons of traffic behaviour on the footways, and are, therefore, not attuned to their inflexible enforcement when they step into the roadway.

7. This unpreparedness of pedestrians is evinced by their having no agreed signal for "turn right," "turn left," "stop," "swerve" or "reverse" by which to show their intention to other traffic.

8. This unpreparedness is maintained and fostered by

(a) A belief that there is a pedestrians' "prior right of way" which overrules the rationalised laws of traffic flow.

(b) Unconsciousness among pedestrians that by neglecting the canons they occasion frequent accidents among other traffic units.

(c) A consequent sense of grievance among pedestrians, which seems to entitle them always to blame the others, and, therefore, be in the right themselves.

(d) A mistaken notion that no man would imperil his life to save his time (whereas many a man is known to have lost his life to save his hat).

9. No claim is made that pedestrians are always in the wrong in relation to other traffic classes. But they are almost always in the wrong as regards one another.

CLEAN HANDS.

REMOVING REPAIR
TRACES.

Practically every motorist has his own method of cleaning his hands after having carried out some dirty job on the car. Nothing is more objectionable than to have to keep an appointment when one is conscious of the fact that one's hands are not so clean as they might be.

It will be found a good scheme to smear the finger nails, around the quills and under the tops, with thick soap. This will prevent to a great extent grime and dirty grease from becoming too deeply embedded, especially around the quills. When the hands are washed, the soap naturally comes away, bringing the major portion of the dirt with it. The use of a scrubbing brush afterwards completes the cleaning quickly.

The following will be found an efficient way of cleaning the hands generally, using ordinary household cleansers and, preferably, of course, hot water.

Remove the worst of the grease with a rag and then wash the hands with paraffin oil. Petrol is a better cleaner, but it tends to dissolve the natural grease of the hands, leaving the skin dry and taut. Either paraffin oil or petrol will remove practically all traces of grease; then follow by washing with soap and water aided by some household cleanser.

This will not only really clean the hands but in most cases will leave them reasonably soft. In place of paraffin oil or petrol, ordinary clean and new lubricating oil is used by some motorists to remove the dirty grease. This is a tip often put forward by workshop mechanics.

Where most trouble is experienced, is when an adjustment or job has been carried out by the roadside and when water supplies are not freely obtainable. It is advisable, perhaps, to carry a bottle of paraffin oil on the car, although the reserve petrol supply could be drawn upon instead.

An abrasive type of cleaning can be made with fine road dust to remove the grease while it is still moist. A bunch of grass, too, will often be found useful in removing the worst of the grime, but without the use of a special cleaner it cannot generally be hoped effectively to clean the hands on the road.

VALVELESS ENGINE.

An Englishman has invented a valveless engine which he claims runs with such economy and absence of stresses that, in time, it will replace all other types from the smallest to the largest. The inventor, Mr. W. C. Werry, is a native of St. Austell, Cornwall, but has spent a greater part of his life in Australia.

Twenty-eight years have been devoted to experiments and to perfecting the engine, which was put to a practical test in London before Sir Granville Ryrie, High Commissioner for Australia, and Sir Walter Peacock, the Secretary to the Duchy of Cornwall.

The engine demonstrated was a two-piston double-shaft valveless machine producing 2½ horse power. The engine can be constructed to operate either from steam or petrol.

Mr. Werry, explaining the construction, said really there were two distinct engines in one, and both were worked by one pressure two moving pistons simultaneously produced a complete balance and entirely eliminated vibration. "It will get rid of all engine difficulties in aeroplanes," he added. "Its life will be twice that of existing types, and it is half the weight."

This valveless engine, he proceeded, was the fastest and most powerful in the world.

WINTER MOTORING.

EFFECT OF BETTER CARS AND
BETTER FACILITIES.

BOOM AT HOME.

London Jan. 14.

The days of grace allowed to motorists for renewing their car licences either for the first quarter of 1928 or for the full year have now passed.

Licensing authorities report that there is a large decrease compared with previous years in the number of car-owners who have failed to take out new licences for the first quarter. In other words, the winter motoring habit is growing.

Many motorists were accustomed in past years to store away their car until summer days arrived.

They did not like the discomforts of winter motoring.

Now the discomforts have been eliminated; a winter motoring boom has set in. Motor manufacturers report excellent business. Motoring associations report a record number of inquiries regarding the best routes to weekend resorts and a similar demand for information regarding the facilities for taking the car abroad.

More Open Than Summer.

And all this is happening in January, which can hardly be called an ideal month for motoring.

The fact is motoring has now reached a stage when seasons count very little. Once winter motoring was a pastime for hardy folk. Now even the longest winter journey is quite a prosaic affair.

In fact, a very large number of motorists now enjoy a long run in winter more than they do in summer because the roads are less congested and freer from heavy motor-coaches.

Hotels are less crowded, accommodation is easy to obtain, and there is now a real Dickens' atmosphere about some of the old English inns and hotels, whose owners have awakened to the possibilities of winter catering for motorists.

In a sense the road has become more open in winter than in summer. Car owners can enjoy in safety the exhilaration of a burst of speed on clear roads and can drive for mile after mile without being troubled by irritating traffic blocks.

Cheap Closed Cars.

There are several factors responsible for the present winter boom in motoring. First we have the development of the closed motor-car. This type of vehicle is not only very much improved but it is also inexpensive.

The modern saloon car of the family type, such as we saw in variety at the autumn motor show, represents extraordinary value for money.

It is also fully equipped for winter motoring. The closed car of this description costs only a few pounds more than the open car.

Here, then, is a real incentive to motoring all the year round. The saloon car defies the weather. It can be made warm and cosy on the coldest day.

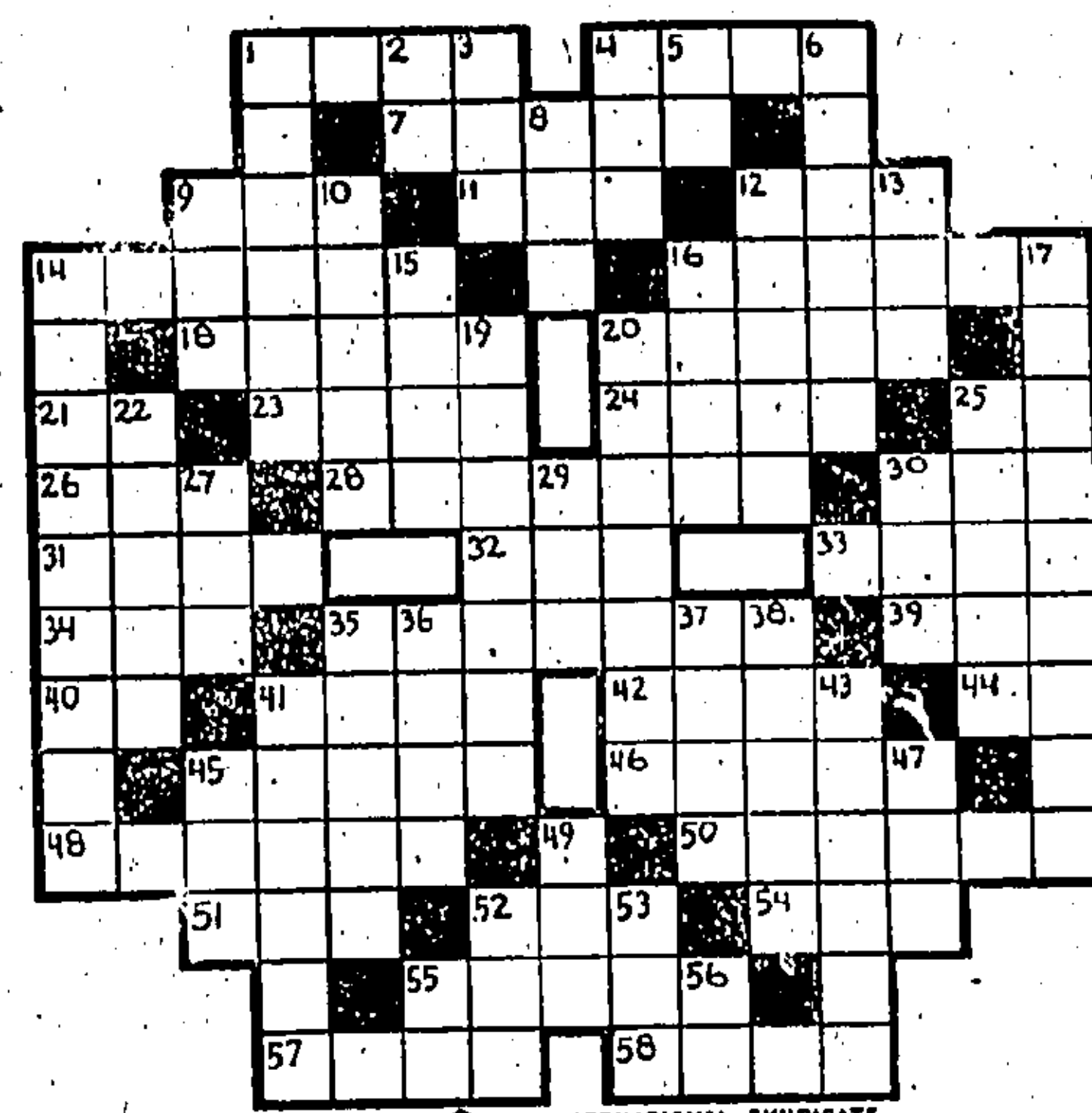
Very generous window space in the up-to-date saloons makes driving safer—for the man or woman at the wheel has a clear all-round view—and at the same time passengers can see all they want to of the country.

On warm days these wide windows provide ample ventilation. In the old days closed cars were cramped and confined.

Now they are light and airy, but can at the same time be made warm and snug when the occasion demands. The result is that they are being used not only for pleasure but for business.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)

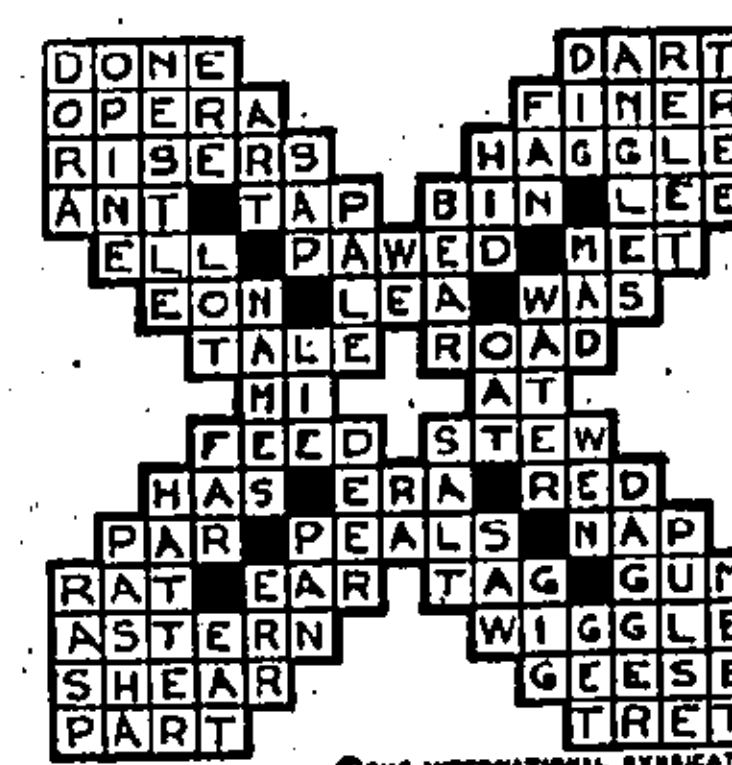


- | | | |
|-----------------------------------|-----------------------------------|---|
| HORIZONTAL | HORIZONTAL (Cont.) | VERTICAL (Cont.) |
| 1-Navigate | 39-Abbreviation of girl's name | 13-Set free |
| 4-Possessed of power | 40-Abbreviation of "Senior" | 14-Apparatus for reducing gases |
| 7-Energy | 41-Seed of leguminous plant | 15-Prefix meaning half |
| 9-Matter in rarefied state | 42-Long period of time (pl.) | 16-Large wooden mallet |
| 11-Humor | 44-Abbreviation for eastern State | 17-Palliate |
| 12-Cone-bearing tree | 45-Instrument for throwing stones | 18-Shedding tears |
| 14-Enclosed space (pl.) | 46-More impolite | 19-The Book of Psalms |
| 16-Deliberate mischief | 48-Keep back | 22-English port opposite Calais |
| 18-Cylinder grooved spirally | 50-Tractable | 25-To sweep down, as a bird on its prey |
| 20-Cut away little by little | 51-Extreme limit | 27-To obtain |
| 21-N. central State (abbr.) | 52-Nave of a wheel | 28-Club |
| 23-Curved bar on collar | 54-Court | 29-Inflammable liquid |
| 24-Vehicle mounted on runners | 55-Feeds | 35-Supernatural |
| 25-Abbreviation for "Saint" | 57-Cowl | 36-Terminal extremity of human arm |
| 26-Domesticated animal | 58-Pointed stick | 37-Noisy |
| 28-Having patches of varied color | VERTICAL | 38-Bestow income upon |
| 30-To be indebted | 1-Make stiff | 41-Become white |
| 31-Always | 2-Allowing that | 42-Next to the first |
| 32-Intimate friend | 3-Not high | 43-Abbreviation for "Saint" |
| 33-Hill in Jerusalem | 4-Decree | 47-Spanish for river |
| 34-Snare | 5-To exist | 49-Large cask |
| 35-Sharpen with knife | 6-Danish | 52-Concealed |
| | 8-Costume | 53-Entrant with humility |
| | 9-Abbreviation of man's name | 55-Accomplish |
| | 10-Long narrow piece of leather | 56-In like manner |

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES.
Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn to still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

(The solution of the above cross-word puzzle will appear in Monday's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION.



The motor-car has become a utility as well as a pleasure vehicle, and can no longer be described as a luxury.

It Pays To Use It.

And this is why fewer motorists than hitherto are storing their cars away in January.

One might possibly consider sacrificing a little pleasure in order to save the quarterly tax.

But when the car is used for shopping expeditions, and on many occasions when the owner would otherwise use taxi-cabs, trains or other public service vehicles, then putting the car out of use is not economical.

Another factor in the development of winter motoring is the increased safety of the modern car under winter conditions. Skidding is no longer the danger it was.

The general adoption of four-wheel brakes is partly responsible for this happy state of affairs.

We have also to thank the tyre manufacturer for the big improvement in nonskid tyre tread.

In the recent abnormal spell of weather it was not the ice-bound roads that defeated the motor car but great snow drifts which made roads impassable. And these held up trains, trams, omnibuses and every other form of transport.

Safe Even on Ice.

Even on ice, provided the brakes were used judiciously, cars showed little tendency to skid.

What would have happened in the old days when cars were shod with steel studded tyres and acceleration was less smooth than is the case to-day and brakes were harsher in operation?

Motoring has now become almost as easy in winter as it is in summer. Owing to the lack of congestion on the roads there are many days when a long run is a real joy.

And for the adventurous at this time of the year the motor tour abroad is becoming increasingly popular. Cars are so reliable that owners have no fear of taking them on long expeditions in foreign countries.

Their adventure is simplified greatly owing to the facilities provided by those fairy godmothers, the motoring associations.

They smooth out all customs difficulties, arrange for the passage of the car, obtain the necessary passes and generally make the going easy.

YOU

ARE INVITED TO CT

MAGGIE: WON'T LET ME USE THE PHONE. SO DINTY'S GONNA THROW MY TICKET TO THE BALL TO-NIGHT. IN MY WINDOW. I HOPE HE PUTS IN A NOTE TELLIN' ME WHERE TO MEET HIM.

I HOPE I KIN THROW STRAIGHT. I'D HATE TO BREAK A WINDOW WITH THIS ROCK.

THIS IS A NICE MESS. THE TICKET BOUNCED OUT THE WINDOW AN' IF I HAD IT I COULDN'T GO.

THE DEAF.

TRIALS OF EARNING A LIVING.

A TRUE STORY.

If the story of how I have fought against oncoming deafness, been beaten by it and yet have partially conquered its limitation, helps even one fellow-sufferer, this will not have been written in vain. After enjoying perfect hearing to the age of twenty, to become totally deaf took another twenty years, and during the latter period I went through all the trials known only to the deaf.

For some years after leaving school I remained at home, but eventually went to Brussels to teach English and to learn to speak French fluently. Alas for me! Though the former was comparatively easy I found the other an impossibility; for the incipient deafness, which I had hardly noticed amongst people speaking my own language, proved an insurmountable barrier when it came to understanding a language not my own. However, determined to make the best of a bad job, I stayed on the Continent some years, studying the written language and customs of the people amongst whom I was living and visiting specialists in between whiles to try and obtain a cure for my deafness. Possibly the various kinds of treatment I received somewhat retarded the complete loss of my hearing, but that was all. The outbreak of the war found me in Germany, where, for a short time, I remained a prisoner, but eventually I reached England safely.

War Work. Then the question arose as to how I, a very deaf person by now, could help my country. As a nurse I should have been worse than useless, and, obviously, I could not drive an ambulance or take a man's place in some similar way as so many of my countrywomen were doing. All that seemed left for me was to learn to cook properly and help feed the nation at this critical hour. And soon I signed on as a probationer cook in a large hospital, where, for a year, I was to have a practical training in all branches of cookery and give my services in return for board, lodging, and uniform. At my initial interview with the matron of the hospital I well remember her saying to me, as probably she had said to many probationers before: "The most valuable asset in working with others is tact." And I rather surprised her when I said: "Yes, but how difficult to be tactful when deaf." I repeat this to show the general attitude of the world towards deficient hearing, for this matron was a sympathetic woman who knew my handicap but, like the majority of persons, she did not realise the disabilities of the deaf in a workaday world.

For eight years after the completion of my training I held catering posts in hospitals, canteens, schools, and so on, usually managing a large staff, as well as doing much practical work. And, even though I felt it was only a matter of slightly retarding the complete loss of my hearing, I was still visiting specialists and trying cures. All the medical men I consulted did their best for me, often refusing a fee or taking a very small one when they found their attempts to help were of little avail.

When my hearing entirely went and I could no longer do work that entailed the management of a staff things seemed rather black, until I thought of trying journalism. A typewriter was given me, and I set to work writing articles, chiefly about food, of which I now had a fairly extensive knowledge. At first many MSS. were returned, but eventually my articles began to be accepted, and I gradually worked up a satisfactory connection as a free-lance journalist. Now I have plenty of work to do, and this makes for happiness.

Though the wonderful electrical hearing aids produced during the last few years are of little real use to me, and trying to learn lip-reading proved too great a strain for my eyes, with a powerful speaking tube I am able to talk to one person at a time, and in this way gain any information necessary for my work. Like all those cut off from general conversation, I have rather too much time for thinking my own thoughts, but I try not to dwell on my handicap.—"Manchester Guardian" Cor.

£450,000 IN FEES.

Berlin, Feb. 9. Authors and artists received £450,000 in fees from the Reich Broadcasting Company in the past year.

A great short-wave sending station is to be erected for transmitting around the world.

Listeners in Berlin now number more than 12 out of every 100 inhabitants, this being officially claimed as comparing with eight out of every 100 in London and nine out of every 100 in New York.

GOVT. "CONTROL."

CHINA MERCHANTS' S. N. CO.

NATIONALIST REORGANISATION.

The story of the intricate relationship between big business and politics is undoubtedly best exemplified by the China Merchants' Steam Navigation Company which has now been taken over by the Ministry of Communications of the Nationalist Government, writes George E. Spolsky in the "North China Daily News." During the wars of recent years, this company has been suffering seizures of ships by the military of all factions, labour troubles, damage to ships and loss of business so that it had practically become impossible to operate even the lucrative Yangtze runs. The losses to the Company have been considerable since the end of the Great War, during which some profits were earned. These losses have undoubtedly been due to old ships requiring an over-consumption of coal, small carrying capacity and low speed; to faulty management and to an unwillingness to reorganise the company on the basis of modern shipping methods. But when almost the whole fleet of the Company had been turned into war transports without payment of any nature, the losses became so great as to make further operations precarious.

The Inevitable Politics.

One of the major problems always facing this Company has been its relationship to politics. The Company was organised in 1874 to trade between ports not open to foreign commerce, but it was hoped that it would ultimately take the place of the foreign vessels trading along the coast and up the rivers of China. It was given governmental support in the form of a shipping subsidy, more than one-third of the tribute rice sent to Peking being carried by its vessels. Chinese merchants subscribed liberally to its shares, particularly the Cantonese merchants in Hong Kong. For many years the dominating individual in this company was Sheng Kung-pao who, as the original promoter and the largest individual shareholder, was in absolute control. After the death of Sheng Kung-pao, dissension arose among the shareholders, which has been continuous. Mr. Fu Siao-in, then became the dominant factor. In these circumstances, every principal office was held as a result of a compromise.

The suggestion had often been made that the Government should take over the China Merchants, but until the recent action by the Nationalist Government, the Company has always been able to find some way of keeping the Government out of the Company. But it seemed at all times necessary for the officials of the Company to hold the goodwill of the rulers along the Yangtze, who might seize their ships, use them for transport without payment and in many ways molest them. It was this necessity for playing politics, which often involved the Company in the necessity of providing sinecures for various friends and relatives of great men, which really broke it down. The present unfortunate position of the Company, then, is not a matter of a few months or even a few years. There has been a steady decay over a long period, which was brought to a crisis by the recent wars in the Yangtze Valley.

A Valuable National Property.

The Nationalist Government, through the managing director it has appointed for the China Merchants, Mr. T. C. Chao, insists that it has not taken the line over, but is merely engaged in reorganising a valuable national property which has become derelict. It asserts that the large shareholders, who have controlled the Company for years, have permitted the property to be mismanaged and that in the interests of the small individual shareholders and of China, it is assuming responsibility for placing the company on a sound basis so that it can continue business. No shareholders ought to lose by this process, although temporarily some shareholders are unable to serve as Directors of the Company, positions to which they believe themselves to be entitled.

In this connection, it is interesting to note that shares have been issued to the amount of Tls. 8,400,000, which is the present book capital of the Company. In addition to this, there are shares to the amount of Mex. \$5,400,000 which have been issued in the Surplus Profits Accumulation Company, which is a subsidiary of the China Merchants' Steam Navigation Company. The subsidiary provides almost a dramatic tale. When Yuan Shih-kai threatened to take over the China Merchants, the directors conceived the idea of investing their surplus in real estate and organising a separate company for that purpose. It Yuan Shih-kai

succeeded in forcing them out of the China Merchants, they would still own the real estate company, with regard to which he knew nothing. It was simply a medium of Chinese merchants to protect themselves against Chinese officials. But when the real estate subsidiary became a source of tremendous wealth as the real estate increased in value, it brought into the Company further abuses.

Mortgages and Values.

Outstanding mortgages held by banks against the property of the Company held by the National City Bank and the Hong Kong and Shanghai Banking Corporation and current loans amount to Tls. 13,000,000. Against these liabilities, the assets of the Company are as follows:—

Five wharves and yards in Shanghai, at present valued (valuation by Atkinson and Dallas) at Tls. 16,000,000. Real Estate in Shanghai (same valuation) Tls. 6,000,000. 27 steamers valued between Tls. 4,000,000 and 5,000,000. Wharves and real estates in the outports valued at Tls. 10,000,000. This is a minimum approximation, as the final reports from official valuers have not been received.

The property of the Company then must be valued somewhere in the neighbourhood of Tls. 40,000,000 against which there are mortgages and loans of only Tls. 13,000,000. Although it is admitted that there is a lack of working capital and that there must be replacements which will involve the expenditure of several millions, the Company is still solvent in spite of the bad years it has experienced. The problem facing the new management is to turn the Company into a profitable enterprise, to reduce the over-head losses, to end a system of paying dividends without profits and to minimise leakages in the operation of ships.

The Military Incubus.

The management of the Company has been reorganised into the following departments: General Office, Marine, Accounting, Treasury, Godowns and Business. There are separate organisations to look after the Property and Insurance Departments. There used to be a subsidiary company called the Franco-Chinese Steamship Company which has been abolished and its one ship has been taken over. There is another subsidiary which operates launch lines between ports not available to the larger ships. This steam launch subsidiary owns 22 steam launches, which do a fairly good business. There is also a subsidiary dock company.

The principal cause for leakage has been the use of ships by the military, who have never paid anything either as fares or for upkeep. They have, besides, done considerable damage to the ships, which will involve the Company in a huge repair bill. The new management is accordingly negotiating with the General Headquarters of the Nationalist Army to get them to agree not to use the Company's ships without payment. In this connection, a reform has already been instituted which it is hoped will do much to

cut down losses. Soldiers may no longer use ships to take them from place to place without payment. Four Nationalist soldiers have been placed on each ship plying in Nationalist territory, who are to inform their comrades in arms to buy tickets. Military interference has somewhat abated since the Government has taken over the line.

Compradore Rights.

Another cause for leakage has been the compradore system. Under this system relatives and friends of directors were appointed as compradores on ships. The compradore rarely, if ever, travelled with the ship; they rather sent assistants who had to make their money out of the trip. This pernicious system has been replaced by the appointment of a business manager for each ship, whose accounts are subject to constant audit and who is required to accompany his ship on each voyage. It is too early to state with certainty whether this system will bring about the improvements desired, but it is a step in the right direction for it was impossible to check the old compradores too closely without offending powerful directors and shareholders.

Another abuse arose in the distribution of managerships in branch companies and subsidiaries, which came to be distributed as family sinecures.

Of the old Board of Directors, only one has re-registered his shares in accordance with the orders of the Nationalist Government and he has been given office in the new regime. Marquis Li Wei-hui, who represents the interests of the descendants of the Viceroy Li Hung-chang, has become the Co-Managing Director of the Company. The managing Director is Mr. T. C. Chao and the Secretary is Mr. S. A. Chow. Mr. Chao stated that although the ships ply in Northern waters, the Peking Government has not interfered with them since the Company has come under the Nationalist Government. In Northern waters, however, the five-barred flag is flown. Although some of the shareholders have steadily opposed the present system, it is not believed that their opposition will prevent the Ministry of Communications of the Nationalist Government from proceeding with the reorganisation, particularly if there is any indication that exports will be employed to make the Company profitable.

In reply to a specific question, Mr. Chao stated that foreigners would continue to be employed by the Company.

Teacher: "So we have a White Sea, a Red Sea, a Black Sea, and Yellow Sea. Murphy, show them on the map."

Murphy: "I can't, sir, I'm colour-blind."

Depositor: "Is the cashier in?"

Bank Manager: "N—o; he's gone away."

Depositor: "Ah! Gone for a rest, I presume?"

Bank Manager: "N—o; to avoid arrest."

THE UNMARRIED.

WORLD-WIDE MOVE OF PENALISATION.

BACHELOR TAX.

All the world is beginning to tax bachelors. Will Great Britain follow suit?

This interesting speculation is already being advanced in connection with Mr. Churchill's next Budget. There are 2,650,746 bachelors of full age in England and Wales alone, and they include a host of famous men, from Lord Balfour to the Archbishop of York, and from Mr. Justice McCordie to Sir Philip Sassoon.

Weight is lent to the suggestion by the increasing adoption of the plan in other countries.

Prussia is the latest State to take up the scheme. According to a message from Berlin, Herr Arnold Hirtel, the Minister of Public Welfare, has advocated the introduction of the tax in order to meet the deficit in the Budget.

Spain also contemplates imposing the tax immediately. Protests have been made by British residents, but are likely to be dropped.

France has taxed bachelors since 1920. Those over thirty years of age pay a super income tax of 25 per cent. The number who pay reached 260,000 last year.

Italy began last year to tax bachelors between twenty-five and sixty-five years of age. Although the amount of the tax is small, Signor Mussolini expects to secure £500,000 a year from the bachelors.

U.S. Method. Great Britain does not tax bachelors, although a large personal allowance is granted to married couples in assessing income tax. America has a similar method of obtaining increased taxation from unmarried men.

In France even unmarried women over the age of thirty years are charged 25 per cent. extra for being single. But people cannot altogether escape an increase by marrying. They must have children as well. Every couple who have been married more than two years and are still childless are taxed 10 per cent. above the normal rate.

The French Government wish to encourage parentage. Large families enjoy many privileges, and every year a prize is offered for the largest family. This was won last year by the father of twenty-one children.

How Bachelors Escape. A grudging admission of the married man's right to a little financial freedom is already made by Whitehall. He receives an allowance from income tax payment which might in a full year pay for his cigarettes.

He is relieved of tax on £30 of his income in respect of his wife, a sum which may save on an average £10 a year. One child is rated at the equivalent of tax on £35, but the second and any other children—on the principle that three heads do not need three times as much expenditure as one—qualify for a rebate of only £27.

There is thus an indirect basis for the direct proposal which is now before Mr. Churchill. When the value of a wife or a child can be assessed by statute it would surely be a simple matter to calculate the privilege of a mere (and single) man. The bachelor at present pays £10 or £15 for his freedom from responsibilities. It seems cheap.

The Cabinet.

If legislators ever allowed their personal feelings to influence their legislative output, bachelors would find the present Cabinet cold and unfriendly. They are a Cabinet of family men, among whom Lord Balfour holds his isolated head in the serene freedom alike of philosophy and bachelorhood.

There are, on the other hand, many prominent bachelors on the fringes of the Cabinet and in public life—prey ready to the hand of the clayer.

An extremely eligible bachelor is Sir Philip Sassoon, who, the Under Secretary for Air, the third baronet of a wealthy house, and the possessor of many beautiful homes is without a bride to run them.

Another is Sir Robert Horne, who has courted his Hillhead (Glasgow) constituents with great assiduity in the mass, but never in the individual. He has the laurels of many political offices to share with a wife, and the proceeds of nearly a dozen directorships for a wife (or falling her for Whitehall) to tax.

Lord Haldane, who is ending a brilliant legal and administrative career by leading ten Socialists in the House of Lords, is also a bachelor, but as he has not changed his mind for seventy years, he must be impenitent and unlikely to jump into the net of matrimony in order to escape the share of a bachelors' tax.

Affluent Peers.

Lord Hugh Cecil and Captain Sidney Herbert are two prominent bachelor members of Parliament. Captain Sidney Herbert is one of the group of Ministers' private secretaries—he serves the Prime Minister—among whom Mr. Churchill could secure revenue.

Viscount Castlereagh, who is not in Westminster, but is much in Fleet-street, is a bachelor who vaunts of his freedom. The peerage at a glance also affords Lord Revelstoke, a director of the Bank of England who lives in Carlton House-terrace; the affluent Earl of Feversham, who is quite young enough at the age of twenty-two to change his mind; Lord Valentia, the twelfth viscount, who is also the premier baronet of Ireland; and the young Duke of Norfolk who owns 50,000 acres.

There are three bachelors among senior judges. They are Lord Blanesburgh and Mr. Justice Sankey, both in their sixties, and Mr. Justice McCordie, who single as he is, dilates with wisdom on breach of promise cases and women's dress.

One Archbishop—the Archbishop of York—and nine bishops, including the Bishop of London, are unmarried.

WATER SUPPLY.

Level and Storage of water in Reservoirs on March 1, 1928. CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1927	1928
Tytam 14' 9" B. 11' 10" B.		
Tytam Byewash 23' 2" B. 20' 8" B.		
Tytam Intermediate 20' 4" B. 27' 11" B.		
Tytam Tuk 25' 10" B. 33' 6" B.		
Wong Nei Chung 19' 1" B. 20' 4" B.		
Fokfulum 20' 4" B. 20' 7" B.		
(Note: B. denotes "Below Overflow"; A. denotes "Above Overflow".)		
Storage in millions and decimals of gallons.		

	1927	1928
Tytam 271.21	291.70	
Tytam Byewash —	29	
Tytam Intermediate 99.52	72.37	
Tytam Tuk 865.00	650.02	
Wong Nei Chung 10.55	9.32	
Fokfulum 23.80	23.35	

Total 1,270.08, 1,047.75
Consumption of water in the City and Hill District in millions and decimals of gallons during the month of February.

	1927	1928
Consumption 101.66	204.54	
Estimated population 409,340	419,630	
Consumption per head per day 16.7	16.8	

Full Supply in all Rides Main Districts during February with the exception of the district west of Garden-road where an intermittent supply was given from 3rd to 28th February, 1927. Intermittent supply in all Rides Main Districts during February, 1928.

KOWLOON WATER WORKS LEVEL.

	1927	1928
Kowloon Reservoir 15' 7" B. 8' 10" B.		
Shek Lai Pui Reservoir 10' 2" B. 2' 4" B.		
Reception Reservoir 3' 4" B. 0' 8" B.		
Storage in millions and decimals of gallons.		

	1927	1928
Kowloon Reservoir 210.5	206.78	
Shek Lai Pui Reservoir 63.14	106.03	
Reception Reservoir 24.55	31.39	

Total 297.74, 404.85
Consumption of water in Kowloon in millions and decimals of gallons during the month of February.

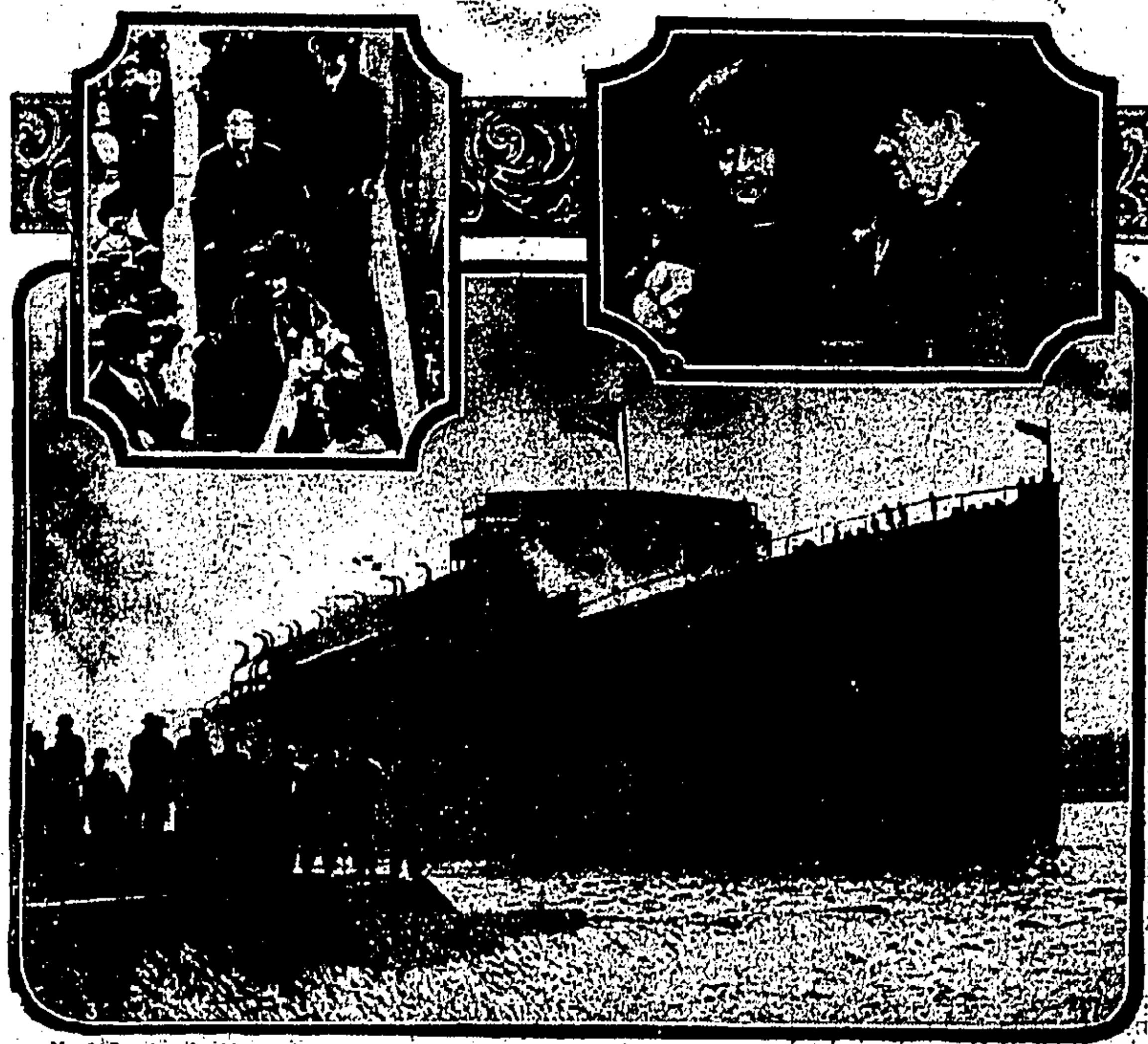
	1927	1928
Consumption 64.94	84.59	
Estimated population 166,694	164,422	
Consumption per head per day 14.5	16.6	

Full Supply in all districts during February, 1927 and 1928.

The Government Analyst's reports show that the quality of the water is satisfactory.

Total rainfall to February 28, 1927, 29.4 inches; to February 28, 1928, 29.4 inches.

The Launch of "The Duchess of Bedford".



No. 1—Leaving the ship after a thorough inspection. No. 2—Premier Baldwin and his wife about to press the release button. No. 3—The Duchess shortly after taking the water.

In the presence of a monster crowd which thronged the great Glasgow shipyards of John Brown and Co. the "Duchess of Bedford" 21,500 gross tons was launched recently by Mrs. Stanley Baldwin, wife of the Prime Minister. The vessel is one of the four "Duchesses" class of steamers under construction for the Canadian Pacific Railway Transatlantic route.

At the launching of the new ship speeches were made by the Prime Minister, Lord Abercromby, Chief Minister of John Brown and Co., and Sir George McLaren Brown, Bureau General Manager of the C. P. R., Captain J. Gillies Manager of the C. P. R. S. B. and Sir Thomas Bell, Managing Director of the Clydebank Yard.

Premier Baldwin recalled his recent visit to Canada and spoke of this country's wonderful possibilities for a marvellous future. "I am quite confident," he said, "that whatever vision and imagination can do for the Empire at large will be done by the Canadian Pacific Railway."

suspended, Mrs. Baldwin, before touching the button, which was to be the means of the vessel being released, said: "Name you 'Duchess of Bedford'. May God protect and prosper you. May he preserve and bless all those that go forth with you into the known and unknown." And then, to the accompaniment of tremendous cheering from the massive structure began to move from the ways, and gathering impetus as she went, took the water.

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THE BICYCLE.

REMINISCENCES BY FAMOUS MEN.

THE PIONEERING DAYS.

The present year marks the jubilee of the Cyclists' Touring Club. The club has played a notable part in the history of cycling. Below famous cyclists of the early days give some amusing reminiscences of those days.

From G. Bernard Shaw.

In the pioneering days I could no more afford a bicycle than a steam yacht. I learned to cycle in 1895 or thereabouts, and bought my first motor-cycle in 1913.

It was when learning how to ride my first bicycle that I solved the evolutionary problem of acquired habits, on which the neo-Darwinians have since wasted so much time, and so little brain. The late Jo Pennell was cycling correspondent of the "Star" when I induced the editor to let him write about pictures as "Artist Unknown."

And I once narrowly missed killing Mr. Bertrand Russell (not to mention myself) when coasting madly down a hill in Surrey. Had I brought off the double event, the consequences to philosophy and the drama would have been really worth writing about.

Sir James C. Percy.

The most humorous incident in my early cycling career happened at the Cyclists' Camp at Harrogate at the beginning of this century. I had brought from Ireland a company of wheelmen, who formed the "Irish Brigade." The setting was the cricket ground, the occasion the August Bank Holiday Sports Carnival, of which the piece de resistance was a Marathon race.

All the events were run without hitch or delay: then the huge concourse of spectators excitedly awaited the arrival of the Marathon winner. Soon the shout was heard, "Here he comes!" and the great entrance gate was flung wide open to admit the winner.

Never have I seen the winner of any contest who looked less like one. Every visible sign of physical exhaustion and fatigue was there, but by a mighty effort of will and pluck he reached his goal, and sank on the ground utterly spent. It sounded as if the whole world was cheering, so great was the uproar. But the joke was that the "victor" had never raced at all! He was a young Irish humorist named Tracey, of my "Irish Brigade," who had the daring to try on a gigantic spoof that worked most successfully. His entire journey was less than 300 yards. His perspiration, travel stains, and fatigue were fakes; his make-up perfect.

Result: When the real winner reached his objective he was received absolutely without enthusiasm, most of the spectators having gone home!

S. F. Edge.

As an illustration of the antipathy to cyclists that existed in the early days, I well remember being slashed across the face with a whip by a baker's man merely because I was on a bicycle. He had a pony, and luckily, I was young and strong enough to catch up with his trap, get into the back of it, pull the fellow out, drive his pony on to the side of the road, and upset his cart for him.

We took the law into our own hands in those days. It was the only satisfaction cyclists could obtain. The world was against us.

Hon. Gilbert Coleridge.

It was in 1879 that I happened to be astride of a tall "ordinary" bicycle, the brake of which (a small reel attached to the tiny back wheel) was operated by a leather thong wound round the straight handlebar. At the top of a long Sussex hill the thong broke, and being unable to control the machine by back-peddalling, I threw my legs on to the handlebar.

To my horror a waggon hove in sight. I yelled; the horse took fright, swerved across my path, and received my wheel in its ribs. I rocketed over a tall hedge and landed sitting in the thickest bramble bush in Sussex.

I had a twenty-mile walk home, and I will not enumerate the number of thorns picked out from my nether limbs. The farmer afterwards threatened to sue me for causing the broken shaft by "riding a philosopher, or something of that sort."

Sir Harold Bowden.

Early in the present century, after reading George Borrow's "Bible in Spain," I thought, "I would, with limitations, follow his route on my bicycle from Lisbon to Madrid, and incidentally, improve my Spanish."

CAGED BIRDS.

"FEATHERED" GRAND NATIONAL.

PETS WORTH £150,000.

A vast choir of fluttering songsters filled the lofty halls of the Crystal Palace, when Lady Sydenham opened the Grand National Show of caged birds.

The Grand National is the world's biggest show. There were 3,845 exhibits, and their value is estimated at more than £150,000. Towns and villages all over the British Isles were represented, and thirteen special "canary trains" brought thousands of enthusiastic aviculturists to London for the last day of the show.

Mr. D. Seth Smith, Curator of Birds and Mammals at the Zoological Gardens, who was one of the judges, declared at the lunch before the opening that he believed many birds were happier in cages. There could be no cruelty under proper conditions, he said, and the caged bird did not have to fear hawks and other enemies. The show proved that the keeping of foreign birds was on the increase, and this was an excellent thing from every point of view.

Gloucester Fancy Canaries, now on exhibition for the first time, have taken eight years to evolve. The "Gloucester Fancy" is a new color to the bird world. It is the outcome of the efforts of a group of breeders in Gloucester, and for grace, attractiveness, and song it is supposed to be a paragon among canaries. It is a cross between a Border and a Crested canary, and has a brown top-knot.

Incidentally Great Britain is the foremost producer of all leading types of canaries, exporting hundreds of thousands every year to every part of the world.

The foreign bird section was full of exotic delights and strange cries. Gorgeous Birds of Paradise stand cage by cage with marvelously robed love birds, vigorously articulate parakeets, cockatoos and macaws, and sparkling wax-bills, firefinches, and grassfinches.

Starlings.

There is a remarkable variety of starlings—crowned, white-capped, green, lilac, Royal, and purple-headed glossy.

There is the Amherst pheasant with his sweeping tail, and the funeral Western Black cockatoo of the Marquess of Tavistock. The Marquess of Tavistock is also showing his famous hybrid Princess of Wales, a crimson-winged parakeet, with body feathers of a diaphanous yellow that would make a painter despair.

Mr. H. Whitley sent a wonderful collection of foreign birds, but it is a disappointment to find that he has named none of them. His exhibits remain mysteries to all, but the expert with a knowledge of bird-life in all the tropics and sub-tropics of the world.

END OF THE WORLD.

SIR OLIVER LODGE'S THEORY.

"The time will come when the earth will stop spinning, and the moon will crash down upon us," stated Sir Oliver Lodge at the Guildhouse, Eccleston-square, in a lecture he delivered on "The Birth of the Moon."

"It will be millions and billions of years hence," he assured his audience. "The speed at which the earth rotated was gradually slowing down, owing to the friction of the tides."

Need Not Be Nervous.

"You need not be nervous," he said. "Each day is only a 240 millionth part of a second longer than the day before." The moon was no longer spinning because the earth had produced tides in it which had stopped its rotation. There was a time when the earth spun so fast that the day was only four hours long. At that time the moon was part of the earth, but it broke away and had moved slowly farther away ever since. In time the earth's rotation would cease, when the process would be reversed, and the moon would at last return and crash down upon its parent.

Imported honey is to have its containers marked with an indication of its origin under the Merchandise Marks Act, 1928.

thrown at me; fortunately the fellows were poor shots.

Ahead, however, I saw something more serious. Two "bravos" had stepped into the road with ugly-looking sticks in their hands. There was no time for parleying. I put my head down and rode at them just as hard as I could. I was hit by a sudden blow, they jumped aside, and I pedaled furiously to safety.—E.

THE PSYCHOLOGISTS.

PONDEROUS EXPLANATIONS OF SIMPLE SINS.

(By Lord Darling, P.C.)

On the title-page of a book presented to me by a friend, solicitor test I should waste my time over the commoner products of this period of sociable assembly, are these seasonable words: "Ubi societas, ibi crimen." The inferior Latin may well be excused of its classic truth.

Now this book, "The Elements of Crime (Psychosocial Interpretations)," is written by Mr. Boris Brasol, M.A., sometime Prosecuting Attorney of the St. Petersburg Supreme Court—that is to say, some time before we might truly say of that tribunal "Dat veniam corvis, vixat censura columbas"—but now an exile, safely settled in New York, and there studying, in circumstances exceptionally favourable, every form of modern misfeasance.

Here we are given the rich results of his reflections—gathered with an admirable introduction by Mr. John A. Wigmore, President of the American Institute of Criminal Law and Criminology—and it is gratifying to one who had begun to suffer a little from the attempted intrusion into our Law Courts of psychologists, psychiatrists, and suchlike, to read Mr. Wigmore's statement that "They have seldom taken into consideration the established experience of the criminal law when they have proposed changes of law to give effect to their own doctrines; yet the criminal law has an experience vastly older than modern psychology." And the learned Professor proceeds to assert his belief that the proposals of these rash innovators "would undermine law and order, and eventually lead to a virtual criminal anarchy." Indeed, there are already places where they have made much progress in that direction.

It is clear enough—and consolatory to an ordinary lawyer—that those who occupy themselves not in punishing offenders, but in minute speculations on nice definitions of crime, of right and of wrong, cannot either long or often agree amongst themselves. One writer after another has his vogue and his disciples, only to be refuted in his turn, until, in reading the names of these discredited ones, we are transported to that time "when Wisdom's lights in fumes fantastic shone," and in hold with amusement that world.

Where all was fairyland that met the view; No truth untheorised and no theory true.

The Doctrine of Heredity.

The doctrine of heredity, for instance, as applied not to the transmission of chattels at death, but to the tendency unlawfully and secretly to seize them, has been pushed so far that a theft committed recently was held by some to be excused on the ground of a temptation offered to a shop-lifter's great-grandmother, though by her resisted.

Even if it is true that "the underlying cause of criminality is found in social friction and in the centrifugal tendencies existing in every organised society," I will hold fast to my intine conviction that, besides the malum prohibitum, there really are certain mala in se, although sociologists, intent on collecting rare specimens of "egocentric" persons, do stoutly deny it.

Mr. Brasol himself remains sufficiently old-fashioned to quote with approval Shakespeare's line, "There are more things in heaven and earth, Horatio, than are dreamt of in your philosophy"—a pronouncement the significance of which has been delightfully extended by a Scottish metaphysician, who, whilst hardly profane, nouncing the little word "your," lays a contemptuous stress upon "philosophy."

Perhaps to neither the law-breaker nor the judge are the investigation and discoveries of the criminologist of any especial value, but to the not altogether indifferent observer of life's pageant they are capable of supplying material for the modifying of some early standards. Thus the stories written for my learning when I was young would seem to have been commonly based upon a disputable assumption, for did they not usually start with some such allegation as this: "Gideon Gray was the seventh son of poor but honest parents. . . ? Yet, from recent statistics collected, corrected, and arranged by our anthropologists, sociologists, and criminologists, it becomes clear that the long-preserved natural antithesis between poverty and virtue can no longer be maintained."

That want and wickedness are not ever-constant companions is suggested by the present condition of the English themselves, and that the early Victorian view of vice was undergoing some subtle modification would seem

to have been observed by Sir William Gilbert, barrister-at-law, since he wrote:—

Hearts just as pure and fair may beat in Belgrave-square. As in the lowly air of Seven Dials.

But further authority for this opinion may be found in the pages of Mr. Brasol, where he says, "While the rates of wages have been substantially increasing in the United States, and general prosperity, during the last decade throughout this country, has reached a fabulous mark, criminality in the same period has broken all previous records, becoming a grave menace to public order."

This is followed by official records which completely justify Mr. Brasol's conclusion, and finally there is presented a comparative table, from which it appears that in the matter of robberies, "where France in this respect to keep pace with Chicago, it would have been necessary for her to have approximately 24,206 robberies, or 830 times more than she actually had recorded." Comparatively, France is, like Gideon Gray's parents, "poor but honest."

In face of this how can any European ever hope to become "a hundred per cent. American?" Incidentally, Mr. Brasol pauses at this point to recur to an all-pervading proposition of Karl Marx, that where capital accumulates there does pauperism keep pace with or outrun it. On the contrary we see the multi-millionaires surrounded by masses of happy, wealthy, wicked workmen.

Right and Wrong.

To one trained, as most English people are, in the belief that some things are manifestly right, whilst others are simply wrong—not cricket, as is taught in the Public Schools; mala in se as is maintained in the Temple—those systems of jurisprudence which are content with the doctrine of "social friction" must appear insufficient. In England, and apparently in the United States also, the power to recognise the difference between right and wrong is still a part of the legal test applied in order to ascertain whether a man should be held criminally responsible for his acts.

Although not entirely orthodox from our point of view, Mr. Brasol lends no support to the theory, dear to certain teachers, that all criminals are irresponsibly mad. Indeed, he expresses himself thus: "The supposition itself that all criminals are, or necessarily must be, insane cannot be held true by science, and should be emphatically rejected; for lunacy and delinquency are by no means identical conceptions. Persons affected by mental disorders very often show no tendency whatever of committing crimes, whereas habitual offenders, in nine cases out of ten, evince no symptoms of psychic anomaly."

It is agreeable to feel assured that so far the doctrines of the extremists have in our courts met with little but polite derision, and firm rejection, for Mr. Brasol makes plain what we have escaped. "Partly under the influence of Freud and Jung, partly however due to the extreme doctrines of the Anthropological School, alienists and attorneys for the defence frequently resort to both the sexual symptom and insanity in order to justify an ordinary criminal act perpetrated by

SEEING-ACROSS.

ELECTRIC EYE IN A LONDON LABORATORY.

ATLANTIC TELEVISION.

Harrisdale, New York, Feb. 9. One more dream of science has been realised. Man's vision has spanned the ocean and transatlantic television has been demonstrated to be a reality.

A man and a woman last night sat before an electric eye in a London laboratory and a group of people in a darkened basement in this village watched them turn their heads and move from side to side.

The images were crude and broken, but they were images nevertheless.

Transmission Marvel.

The demonstration was made by Mr. Baird of the Television Development Company, of London, using short-wave wireless sets for the transmission of "vision sound" and a television invented by Mr. John L. Baird for tuning the sound back into vision after its journey across the ocean.

The transformed vision of a man and woman in a London laboratory came through the air in the form of the drone of a bee, a musical buzz of irregular cadence representing in sound the lights and shadows of their faces.

When the television, which looked like a compact black box, had done its work with this rhythmic hum from across the sea, the visions gradually built themselves up out of tiny oblongs of light suspended in a whirling rectangle of brilliance in the machine's mouth.

From London.

These oblongs shifted and swirled almost unceasingly. The first figure to be put before the electric eye was a ventriloquist's dummy.

Because there was no motion to transmit the picture of the dummy which appeared in the mouth of the television was much clearer than those of living persons who followed it.

A man then went before the electric eye, and his image was built up in the television in a form suggestive of a lighted "Jack o' Lantern," but one which could turn its head from side to side and open its mouth.

After this a woman took her place before the transmitter in London, and her image, although broken and scattered, was seen here.

It was not so clear as that of the man, but it was plain that the picture was of a woman, and there was no question that she moved her head so that first her full face was visible and then her profile.

It was impossible, however, to distinguish her features.

A person of average mentality with no indications of psychic disease. In practice, in much too many cases, this policy defeats the fundamental aims of criminal justice and leads to the impunity of the delinquent.

It is no small credit to our own judges that they have so well succeeded in preventing the penetration of the body of English Law by the pernicious prescriptions of psychiatrists, psychologists, and alien alienists.

FOR A DEAD KING.

TUTANKHAMEN'S WONDER FUNERAL CRAFT.

MR. H. CARTER'S REPORT.

Cairo, Feb. 5.

Mr. Howard Carter has issued his report on the work accomplished on the tomb of Tutankhamen for the season 1927-28.

A flotilla of eighteen craft which was found in the third chamber is of special interest, as it is a survival of the ancient custom of providing the dead with model ships—ships to follow the voyage of the sun; canoes to follow the pastimes of Horus in the marshes; vessels symbolising the holy pilgrimage to the seat of Osiris at Abydos, and craft to render the dead independent of the favours of the celestial ferryman to reach the fields of the blessed.

Gold Statuette.

Mr. Howard Carter states that in a nest of four miniature coffins fashioned like those of a noble was a gold statuette of Amenhotep III. and a lock of hair of Queen Tyti.

Two days of strenuous work were spent in clearing the way to the entrance of the fourth chamber of the tomb, which was found to be a jumble of every kind of funeral chattel.

There were couches, chairs, foot-stools, hassocks, gaming boards, boats, baskets of fruits, alabaster vases, remarkable for their diversified shapes and sizes, wine jars, missiles and other weapons, toys and boxes of all descriptions, their contents spilled everywhere; everything was in confusion.

Doubtless this disorder was the result of the work of destruction of plunderers.

ALLEGED INSULT.

WITHDRAWAL AT FARMERS' MEETING.

Winslow (Bucks), Feb. 3.

An alleged insult to the Prince of Wales provoked a scene when the Winslow branch of the Farmers' Union to-night discussed whether Lord Dalmeny, son and heir of the Earl of Rosebery, should preside at the dinner of the local branch next week.

Trouble arose over the two brothers Illing, who won a 250-acre farm just outside Winslow. These brothers have for some time objected to hunting over their land, and only last Saturday they shot at a fox on their land.

Lord Dalmeny, as Master of the Whaddon Chase, was asked to preside at the dinner of the local branch of the National Farmers' Union, but he declined because of the obstacles placed in the way of the hunt by the Illing brothers.

A special secret meeting of the local Farmers' Union was accordingly held in Winslow to-night to discuss the question.

The meeting degenerated into a wrangle. Many speeches were made suggesting that the Illing family had insulted the Prince of Wales.

This suggestion of an insult to the Royal Family followed an incident some years ago when the Prince was hunting with the Whaddon. The fox, which was

LION & ONLOOKERS.

A PRESS DEMONSTRATION INTERRUPTED.

BERLIN PANIC.

Berlin, Feb. 3.

The breaking loose of a live lion at a Press demonstration by an Indian fakir last night resulted in a panic which may well be understood; the nerves of the population of Berlin, and especially of its Press, have been worked up to a high pitch of excitement by acrid controversies, including the minutest details over the stigmata case at Konnersreuth, by the appearance on the stage of a Silesian miner who could produce blood tears at will, and at the same time by the crumbling away and explosion of several Berlin houses.

Yesterday the Fakir Blacaman, the 25-year-old son of an Indian yogi, gave a special demonstration to the Press of his uncanny powers of self-control. He could draw long needles through his throat and arm, he could place his bare back on glass splinters, with bare feet he could climb a ladder, the steps of which consisted of pointed swords; he could even allow himself, as the Press carefully points out, to be "genuinely" buried alive for 15 minutes.

Cameras Overturned.

This was not all. He could hypnotise anything from a hen or a rabbit to a lion. The great moment had arrived. Two lions had been beaten by a trainer into a state of terror, the journalists were eagerly watching, cinema and Press photographers were prepared, and the fakir in the cage benignly smiling on the animals, was hypnotising them into a state of lethargy.

Suddenly one of the lions sprang up, hurled itself against the cage, and broke through into the open circus.

There followed an unusual tableau: Flinging apparatus and cameras are overturned, the terrified photographers scattered in all directions, panic-stricken spectators rushed pell mell for the exits, and the equally frightened lion scampered around among the lions. The general tumult was soon allayed, however, by the trainer recapturing his pentitent beast.

Miners aged 65 and upwards, now eligible for pensions, have been given a fortnight's notice at several Derbyshire collieries.

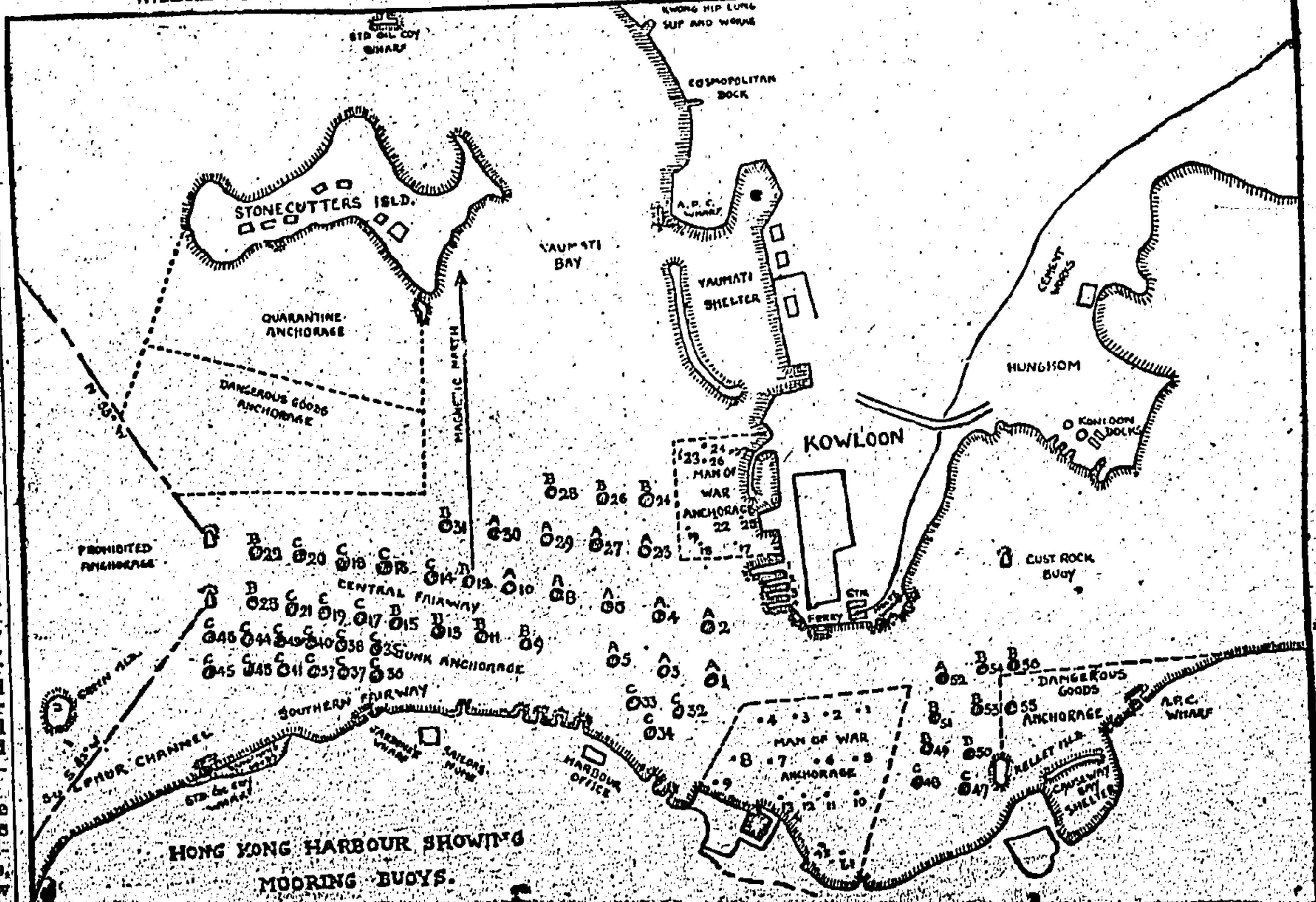
A drayhorse bolted in Cheapside and collided with a bus, breaking the window with its head, which was cut.

being hunted ran on ground belonging to the Illing family. The two brothers rushed out to meet the hunt that followed, and angry words were used between the two brothers and the people riding across their land.

Mr. W. R. Monk, an antagonist of the Illing, ultimately apologised to the brothers by saying, in front of the meeting of 150 farmers, "If I was told that the Illing brothers swore at the Prince, I was misinformed. I accordingly apologise to them."

Mr. E. A. Illing agreed to provide an explanation of the incident to Lord Dalmeny.

WHERE TO FIND SHIPS IN HONG KONG HARBOUR—CHART OF THE PRINCIPAL MOORING BUOYS.



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HELIUM GAS.

ATTEMPT TO CONCEAL THE DISCOVERY.

BORING STOPPED.

Immediately following the statement made at Frankfurt-am-Main that huge volumes of natural helium gas had been discovered in Russelsheim, an industrial town situated between Frankfurt and Mainz, the boring was suddenly stopped and the blast-holes covered up. The whole affair has been hushed with a denial of the discovery. At the same time geologists employed in the search admit a possibility of a natural helium gas find.

Excavations were being made by a well-known motor firm when the workmen came across an underground current of hot waters, connected with the thermal springs at Wiesbaden. A little further on they bored into a cavity of a depth of nearly two thousand feet, which, it was conjectured, contained natural helium gas. This unusual fissure is thought to be a part of the extensive volcanic formation of the Rhine basin.

The motor firm concerned immediately sent for Herr Graeve-Gernode, who is one of the best known water diviners of the present day. Graeve is supposed to possess peculiar powers and to be able, through the medium of his Wunschrute to divine streams of water, however deeply in the earth they are hidden. As an officer in the German Army, Graeve was employed during the war in finding out springs of sound water in Turkey. Also in Alaska he has proved his capability as a water diver.

Trembling and Beating.

Both before and after the war Graeve has been employed in Germany in discovering not only water, but also coal, potash, and mineral ores. It is very seldom, so report runs, that he has been known to have made a mistake.

Graeve, a tall, bearded man of sixty years of age, arrived at Russelsheim early in the morning with his Wunschrute, which is forked and made of metal. He stated that should the metal, during the test, "tremble upwards," there would be good water in the earth below; should the metal "tremble downwards," there would be a possibility of a find of coal or minerals.

Together with three engineers, Graeve walked slowly over the site of the operations, holding the Wunschrute out in front of him, the forked end against his chest. Suddenly the metal began to tremble violently and to beat wildly against his chest, so that it took the combined efforts of his three companions to assist him in holding the Wunschrute. This trembling and beating occurred several times during the morning.

After about five hours the Wunschrute leapt downwards with such force that Graeve was compelled to leave the spot. He declared immediately that the cause was a great fissure in the earth in which natural helium gas would in all probability be found.

A FIELD-MARSHAL.

SCHOOL SKETCHES OF MANY SHIPS.

ONLY ONE CANNON.

Eleven school textbooks, which Earl Haig used when he was a ten-year-old boy at Edinburgh College, have been stored in a New Oxford-street bookshop for five years.

Messrs. R. Fletcher, Ltd., bought them among other things, at a Baywater sale, and when Mr. Fletcher's son was looking the purchase over, he was going to throw away these books as worthless till he saw the childish signature, "D. Haig," liberally scattered about the pages, and amusing little sketches and boyish comments.

Stodious Scholar.

Douglas Haig as a schoolboy seems to have been a studious scholar with flippant moments. The margins of one of the English books are filled with written synonyms for the words in the text, and the Latin and French books are all heavily scored.

Poetry, and poetic prose, however, were usually an excuse for letting his thoughts roam to his favourite subject—ships. The books are strewn with ships, particularly many-oared galleys. "Lord Ullin's Daughter" rests in a framework of ships, from paddle canoes to galleys and sailing ships, with a Scotsman in a top corner.

Washington Irving's "Grief for the Dead" inspired only the picture of a woman hanging, a sailor wielding a knife, and a man in a crown brandishing a knife. The title page of Campbell's "Pleasure of Hope" is embellished with funny heads of a man and a woman, but Mrs. Hemans' "England's Dead" appears to have touched some other chord in him, because the last words, "Wave may not foam, nor wild wind sweep, where rest not England's dead" are pencil marked.

Curious Comment.

The dignity of William Francis Collier's "History of the British Empire" does not seem to have impressed itself on the boy. The author's name is blotted out, and the title page now reads: "History of the British Empire, by No One."

A curious comment for a child is the sentence written after an essay on "The World Passeth Away." It runs "If any man lack wisdom let him ask of God."

A hint of the coming soldier is given only once. That is on the back of Curtis' "Poetical Reader," where a cannon of the Crimean period is drawn in the act of firing.

NURSING MOTHERS

should be careful to avoid constipation, for this condition lets loose poisons into the blood which rob the baby's food of purity and strength. The most efficient laxative for woman's use is Pinkettes.

PINKETTES

which act as gently as nature, and being purely vegetable cannot harm even the most delicate. Of chemists, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai. Let Pinkettes

KEEP YOU-WELL.

ANTI-SWEARING.

WOMEN AS BAD AS MEN.

A VICAR'S PROTEST.

A campaign against swearing and bad language has been started by the Rev. T. P. Stevens, vicar of St. Matthew's New Kent-road, S.E.

"I am not a squeamish parson," he writes in his parish magazine, "and I have not been brought up in a hot-house, but I confess to being greatly distressed by the language that is commonly used all round us."

"Swearing in the majority of cases is simply carelessness. People do not think what they are saying. It is not only in poor districts that one hears foul language. I have heard it in Throgmorton-street (London) and well-dressed, respectable people use it."

"I have heard quite decent young men in the street using most objectionable language to young women, and the women themselves seem to be little better."

"The most unfortunate thing is that people swear indiscriminately in front of children."

HONG KONG HOTEL VISITORS.

March 16, 1928.

Mr. A. C. Aubry.
Messrs. R. H. Bevan, A. Bunch, H. Bell, Mrs. P. Boyd and Master Jack Preyer.

Messrs. J. Cantor, G. H. Calhoun, Mr. and Mrs. C. R. Eskey.

Messrs. H. de Garcia, J. R. George, J. M. Goodens, R. J. Graham, Mr. and Mrs. J. G. Grimin, Mr. and Mrs. Garsten, Mr. and Mrs. I. Goldenberg, Mr. and Mrs. Guest, Mrs. M. Gilpin, Miss Graham.

Messrs. A. F. Henry, Fred A. Henry, Fred A. Hill, E. Hunt C. A. Henderson, W. Hughes, Mr. and Mrs. D. K. Hazell, Capt. T. P. Hall, Messrs. J. E. Joseph, Ed. S. Jones, Miss J. Jones.

Messrs. R. A. Krenlen, H. A. Keller.

Messrs. A. C. Lofts, H. Lampe, Miss H. Lillie.

Mr. and Mrs. Mulcahy, Mr. and Mrs. F. G. Murray, Col. and Mrs. C. Hope Murray, Miss E. McClung, Mr. P. A. Massey.

Mr. and Mrs. H. H. Priestley, Mr. and Mrs. R. Petch.

Messrs. M. W. Stranach, Th. A. Schneider, A. F. Sanderson, W. D. Sullivan, Mr. and Mrs. Paul E. Sammann, Mr. and Mrs. J. H. Semon, Mrs. E. C. Spencer.

Mr. and Mrs. M. H. Turner, Mr. R. J. Verney.

Mr. S. T. Williamson, Miss A. M. Waters.

Mr. and Mrs. J. F. Yeull, Mr. Shiao-hing Zeen.

An enthusiastic but not very proficient golfer was doing his utmost to change the topography of the course. To make matters worse his partner was conversationally inclined. "The course down at our village is one of the loveliest in the country," he said. "So I believe," replied the novice, with a vicious swipe at the ball, "I haven't played over it yet."

Amery Travels 55,000 Miles



Upper left—Mrs. Amery after an inspection of the C.P.R. engine. Upper right—Disproving the belief that mountain air is colder than often. Lower right—Right Hon. L. C. M. S. Amery driving the engine which carried him across the Dominion.

Fifty-five thousand odd miles in twenty-two days! That will be the record of Lord Amery, M.P., Secretary of State for the Dominions, when he returns to England after his Dominion-wide tour on February 11. During this period Colonel Amery has visited South Africa, Australia, New Zealand and Canada, and has delivered upwards of 380 speeches all told.

His speeches have covered a wide range and have been enthusiastically received by monster audiences throughout. He has been particularly happy in his references to the romance of the British Empire and in his remarks concerning the economic position of the component parts of the British Empire, while in speeches touching on the Empire Marketing Board he has broken new ground with most satisfactory results.

In every speech delivered by Colonel Amery in Canada he stressed the findings of the Imperial Conference in 1926, which made known explicitly to the world, he stated, that every one of the Dominions was an equal imperial partner in the British Empire.

Colonel Amery landed in Canada from the S.S. "Aorangi" at Victoria on January 6, and will sail from Saint John, N.B., on February 8, on the Canadian Pacific liner, the "Montclair," for Liverpool. For the journey across Canada, where stops were made at 13 important centres, the Canadian Pacific Railway Company placed a special train at the disposal of the distinguished visitor and staff. On arrival at Banff, Alberta, the capital city of the Canadian Pacific Rockies, Colonel Amery threw all

care of state aside and spent all the day of January 12 enjoying winter sports. The Colonel is an expert skier and took great pleasure in overcoming the difficulties of Tunnel Mountain. Throughout the tour Mrs. Amery, herself a Canadian girl, accompanied her gifted husband. Others to make the trip were Capt. W. Brass, M.P., for the Oltremare Division of Lancashire and Parliamentary Under-Secretary for Health; G. G. Whiskard, Assistant Secretary at the Dominions office, and G. Huxley, of the Empire Marketing Board.

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China Mail

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1845

HONG KONG, SATURDAY, MARCH 17, 1928.

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"CALCUTTA" 1st May. Marseilles, London, Rotterdam & Hamburg.

LIVERPOOL SERVICE.

"POLYPHEMUS" 4th Apr. Genoa, Havre, Liverpool & Glasgow.
"BELLE-EPHON" 20th Apr. Havre, Liverpool & Glasgow.
"ORFEDUS" 20th May. Genoa, Havre, Liverpool & Glasgow.
"OASIS" 10th June. Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.

"NORFOLK" 10th Mar. Victoria, Vancouver & Seattle.
"TYNDAROS" 30th Mar. Victoria, Vancouver & Seattle.
"PROTEUS" 10th Apr. Victoria, Vancouver & Seattle.

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"AENEAS" 3rd Apr. Singapore, Marseilles & London.
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"PATRICIA" 10th May. Singapore, Marseilles & London.
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OUTWARD MAILS.

For	SATURDAY, MARCH 17.	Per
Swatow, Amoy and Foochow	2 p.m.	Hui Hong
Amoy	2.30 p.m.	Tjondari
Straits	2.30 p.m.	Noriken
Manila	3 p.m.	Empress of Asia
Sam Shui and Wuchow	4 p.m.	San Ning
SUNDAY, MARCH 18.		
Swatow, Amoy and Pormosa	9 a.m.	Kaijo Maru
Bangkok	9 a.m.	Chinhua
MONDAY, MARCH 19.		
Shanghai and Japan	10.30 a.m.	Fushimi Maru
Swatow	2.30 p.m.	Hydrangea
Amoy	4 p.m.	Szechuen
Manila	4.30 p.m.	President Lincoln
Swatow	5 p.m.	Chakrang
TUESDAY, MARCH 20.		
Straits and Calcutta. Parcels 9 a.m.		Talma
Letters 10 a.m.		

POST OFFICE NOTICE.

The Postal Service to Swatow & neighbouring places is entirely suspended until further notice.

INWARD MAILS.

From	SATURDAY, MARCH 17.	Per
Australia and Manila	10.30 a.m.	Aki Maru
Straits	11 a.m.	Nagore
Calcutta and Straits	11.30 a.m.	Kutsang
Shanghai	12 p.m.	Szechuen
Shanghai	12.30 p.m.	Kanchow
SUNDAY, MARCH 18.		
Amoy	10.30 a.m.	Talma
U.S.A., Canada, Japan and Shanghai	11 a.m.	President Lincoln
Straits	11.30 a.m.	Fushimi Maru
Shanghai	12 p.m.	Santhia
Manila	12.30 p.m.	Chenlan
MONDAY, MARCH 19.		
Japan and Shanghai	10.30 a.m.	Empress of Asia
Shanghai, Japan, Honolulu, U.S.A., Canada, C. & S. America and Europe via San Francisco—due San Francisco, 13th Apr. Registration 9.45 a.m. Letters 10.30 a.m.		Porthos
Straits, Egypt and Europe via Marseilles—due Marseilles, 20th Apr. P.O. Registration 1 p.m. Letters 1.45 p.m. Letters 2.30 p.m.		Taiyo Maru
Shanghai, Japan, Canada, U.S.A., C. & S. America and Europe via Victoria, B.C.—due Victoria, B.C., 9th Apr. and Europe via Siberia. Parcels 3 p.m. Registration 4.15 p.m. Letters 5 p.m.		Philoctetes
Amoy	5 p.m.	President Grant
WEDNESDAY, MARCH 21.		
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 2nd Apr. Registration 8.45 a.m. Letters 9.30 a.m.		Tango Maru
Java via Batavia	2.30 p.m.	Tjisaroen

IRAQ RAIDERS.

Report Of Ibn Saud's Good Faith.

PREVENTING TROUBLE.

Persuades Tribesmen To Refrain From Frontier Attack.

Bagdad, Yesterday.
A messenger despatched by Ibn Saud overtook the sheikh of the powerful Atabai tribe who



Sheikh Ibn Saud, about whom an interesting report appears to-day.

had set out to attack the Iraq frontier and persuaded the tribesmen to return. This appears to dispose of the report that Ibn Saud is supporting the raiders.—Reuter.

HOME SPINNERS.

NO CONFIRMATION OF BIG PROPOSAL.

London, Yesterday.
The Secretary of the Cotton Yarn Association has refused to confirm the circumstantial Manchester report that definite steps were being taken in the next fortnight to form a big combine of mills in the American section of the spinning trade and that a meeting was being held on March 27 at Manchester to discuss the proposals, the general idea being to form a holding company with a large capital.

It is understood the scheme was supported by some of the leading banks. A novel aspect of the project would be the appointment by an operative of two officials to be paid by the company to assist the directors of the combine.—Reuter.

OUT FOR PEACE.

AMERICAN NOW TACKLES JAPAN.

Washington, Yesterday.
Mr. F. B. Kellogg has handed the Japanese Ambassador copies of separate arbitration treaties, the former similar to that recently ratified with France and the latter similar to the Bryan Treaty drafts intended to replace the combined conciliation and arbitration pacts submitted to Matsudaira on December 31 last in order to place negotiations with Japan on the same basis as those being conducted with other countries.—Reuter's American Service.

60 YEARS OF AGE.

BILL TO AMEND PENSIONS ORDINANCE.

COMPULSORY RETIREMENT.

At the next meeting of the Legislative Council it is proposed to introduce a Bill intended to amend the Pensions Ordinance of 1862.
The object of this Ordinance is to require the compulsory retirement at the age of sixty years of every judge or other public officer who attains that age after the commencement of this Ordinance, unless the Governor in Council decides that his services shall be retained. This is the rule in Ceylon.

"OPEN DOOR."

AMERICA REAFFIRMS HER POLICY.

Washington, Yesterday.
The United States has formally informed Britain, France, Spain and Italy that it makes "full reservation of its position" on any decision affecting its rights that may be reached at the Morocco conference at Paris, declaring that the old-standing American policy in favour of "the open door" remains unchanged.—Reuter's American Service.

STILL EXCITED.

Effects Of Radio And Cable Fusion.

MARKET MOVEMENTS.

Marconis Steady And Cables Jump Upward.

London, Yesterday.
The stock market was again excited this morning over the wireless and cable fusion.
Marconis fluctuated rapidly between 67s. 6d. and 70s.
Canadian Marconis were comparatively steady at 28s. but Eastern Telegraph stocks rose sensationally 33½ points to 192½. Eastern Extension £10 shares by 2½ to 19 and Western Telegraphs by 2½ to 19.—Reuter.

THE S.C.A.

APPLICATION FOR BILL OF INCORPORATION.

OBJECTS AND REASONS.

It is intended to apply at an early date to the Legislative Council for a bill incorporating the Secretary for Chinese Affairs. Particulars of the bill are given in the "Gazette." The objects and reasons state, inter alia:—

It is desirable in many cases that the S.C.A. should hold leasehold property on trusts of various kinds and the convenience of incorporation for this purpose is obvious.
Section 7 vests in the new corporation the leasehold properties referred to in the Schedule. The Schedule is divided into four parts. Part I comprises District Watchman stations. Part II contains the Chinese Public Dispensaries. Part III includes various temples and temple properties. Part IV consists of various miscellaneous trusts, e.g. schools.

A Village Goddess.
The leasehold properties specified in the Schedule, with one exception, stand in the respective registers, either in the name of the present substantive holder of the office of Secretary for Chinese Affairs, or in that of a former substantive or acting holder of the office of Registrar General, or under the title "Secretary for Chinese Affairs" or the title "Registrar General." It is clear in all cases that the intention was that the holder of the office for the time being should be able to deal with the legal estate, though this intention seems to have been imperfectly effected in many of the cases.

"Registrar General" was until 1913 the title of the office now known as the "Secretary for Chinese Affairs." The one exception referred to at the beginning of this paragraph is S.I.L. 142. This is the site of a temple at Shaokwan. The crown lease, which is for 999 years, was issued in 1877 in the name of Lam Ah-neung. A long search for Lam Ah-neung resulted in the discovery that there never was any such person as Lam Ah-neung and that the name was only put forward by the villagers to represent the goddess of the temple. In the case of S.I.L. 528, K.I.L. 1647, K.I.L. 1686, K.I.L. 2004, K.I.L. 205, N.K.I.L. 35 and N.K.I.L. 652 no Crown lease has yet been issued and the lots are held on the conditions of grant in the name of the "Secretary for Chinese Affairs." Crown leases are about to be issued in these cases.

Resolving Doubt.
The vesting is in every case made subject to the trusts on which the respective properties shall have been held immediately before the commencement of the Ordinance.

Section 4 is drafted with the intention of enabling the officer for the time being performing the duties of the office to deal with the legal estate, whether he be the substantive holder of the office or only an acting "Secretary for Chinese Affairs." It is also intended to obviate the rule that a lease granted to a corporation sole passes to the personal representatives of the occupant and not to his successors.

Section 5 provides a means of resolving any doubt as to who is, or was at any date, the occupant of the corporation. The method adopted is that of a certificate by the Colonial Secretary.

THE "TOTE."

Efforts To Legalise Its Use.

BILL IN PARLIAMENT.

Government Promises To Facilitate Passage Of Bill.

London, Yesterday.
"The Government is as divided in opinion on this question as on the Prayer Book," said Mr.



Mr. Winston Churchill, who discusses the introduction of the Totalizator on English race courses.

Winston Churchill, speaking on the Racecourse Betting Bill, a private member's measure legalising the use of the totalizator on racecourses and permitting racecourse authorities to control bookmakers by allowing them to use a fixed place for betting on the racecourse.

A Labour motion for the rejection of the Bill failed by 149 votes to 134 and the Bill was read a second time.

Mr. Churchill intimated that the Government would facilitate the progress of the Bill but the relations between the Jockey Club, bookmakers and the Exchequer must be most carefully considered.—Reuter.

OUR WEATHER.

PARTICULARS ABOUT LAST MONTH.

SUNSHINE AND RAIN.

There were only 73.3 hours of sunshine in Hong Kong during February, twelve of the twenty-nine days showing no record at the Observatory. Rain fell on eight days, exceeding one inch only the 27th, and the total fall for the month (as recorded at the Observatory) is 3.57 inches.

Other rainfall figures were:—Botanical Gardens, 11 days, 3.87 inches; Matilda Hospital, Mount Kellett, 9 days, 4.05 inches; Police Station, Tai-po, 7 days, 2.18 inches. The mean barometer reading (at mean sea level) for the month was 30.18 inches, the lowest being 29.879 at 5 p.m. on the 5th.

Temperature.
The maximum squall velocity was 42 miles per hour, at 10.30 p.m. on the 11th. The mean velocity for the month was 10.8 miles and the mean direction east-north-east.

The maximum temperature was 71.1 degrees on the 22nd, the lowest 45.0 on the 1st. The mean temperature for the month was 58.7 as against 58.8, the average over a period of forty years. The mean humidity was 82 per cent. 100 per cent. cloudiness was recorded on thirteen days.

LOCAL WILL.

ESTATE OF CHINESE AT MACAO.

CONNAUGHT-ROAD PROPERTY.

\$60,000 estate in Hong Kong was left by Ku Leung Shi, late of 4, Sui Hang Mi, Macao, probate of whose will has been granted on behalf of the executress, deceased's daughter-in-law, Ku Young-shi.

The will reads: "As I am advanced in age and have been ill for some months I am afraid I cannot stay long with you. I am now more than ninety years and can be regarded as having enjoyed the blessing of longevity. So all of you need not be grievous and painful over my death. You must be diligent and frugal and sympathise with the difficulties with which your ancestors have built up the estate when I shall rest with my eyes peacefully closed after death."

Deceased makes family bequests including that of 103. Connaught-road, West, Hong Kong, to his executress.

THE WORLD'S SWEETHEART in a brand new riotous comedy of youth and love!—



MARY PICKFORD IN MY BEST GIRL

With CHARLES ROGERS.
A UNITED ARTISTS PICTURE.

A story enlivened with a thousand hearty laughs and through it all the vibrant joy of the delightful comedienne.

AT THE QUEEN'S FINAL SHOWINGS TO-DAY

At 2.30, 5.10, 7.15 & 9.20.

Through the flames of a vast forest fire this romance of the Forest Rangers sweeps to a thrilling climax!—

JOAN CRAWFORD & CARMEL MYERS IN THE UNDERSTANDING HEART

FROM THE BOOK BY PETER B. KYNE.

AT THE WORLD FINAL SHOWINGS TO-DAY

Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15.

The story of a man who captured twenty two war prisoners but feared to fight the town bully!—

KENNETH HARLAN IN THE SAP

with MARY McALLISTER AND HEINIE CONKLIN.

AT THE STAR FINAL SHOWINGS TO-DAY.

Continuous 2.30 to 11.15.



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